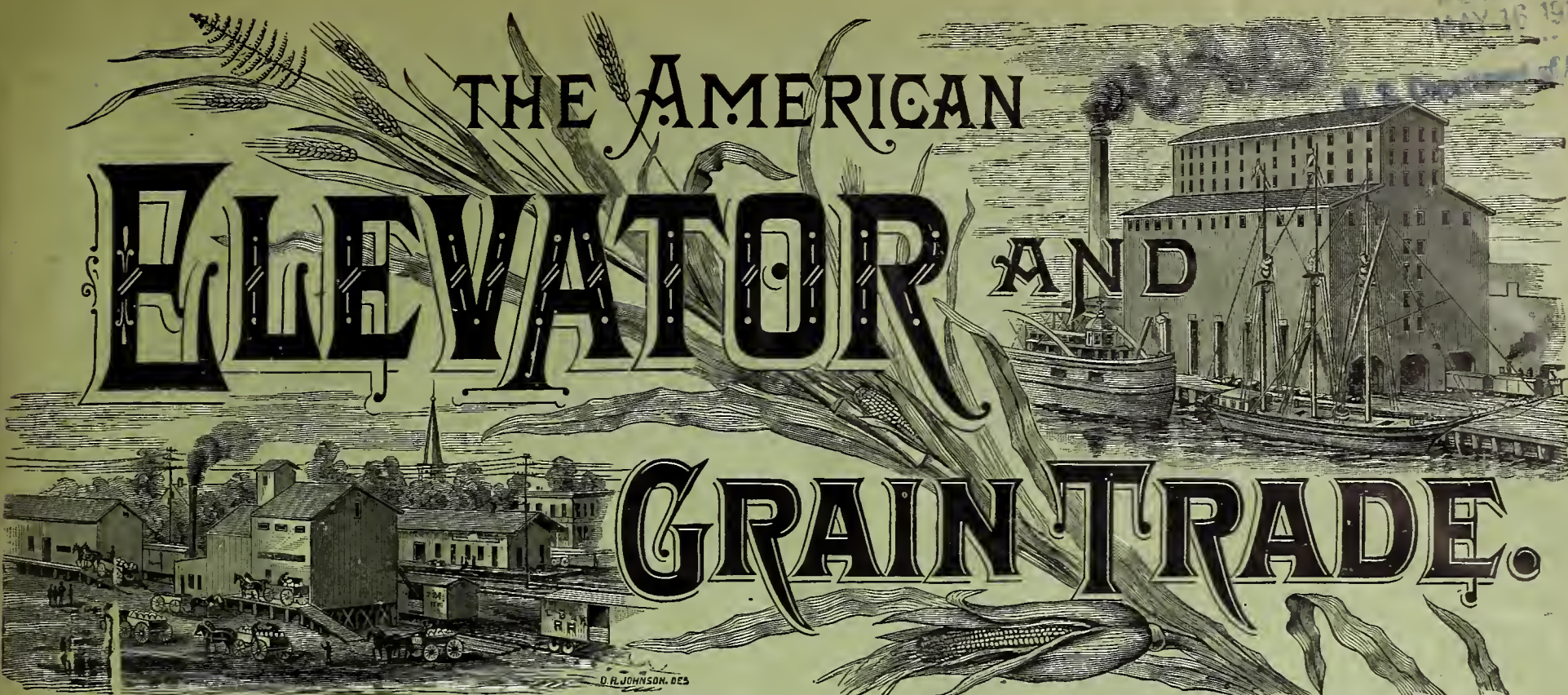


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. & CO. } Vol XXVIII. CHICAGO, ILLINOIS, MAY 15, 1910. No. 11. } ONE DOLLAR PER ANNUM.
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WE ARE MANUFACTURERS
OF
GRAIN ELEVATOR MACHINERY
FOR
Elevating, Conveying and Transmitting Power

Bucket Elevators	Car Pullers
Belt Conveyors	Power Shovels
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Cling-Surface IS a good investment



These firms re-order Cling-Surface right along. They would not unless Cling-Surface did good, honest and profitable work.

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The Engine for the Grain Elevator

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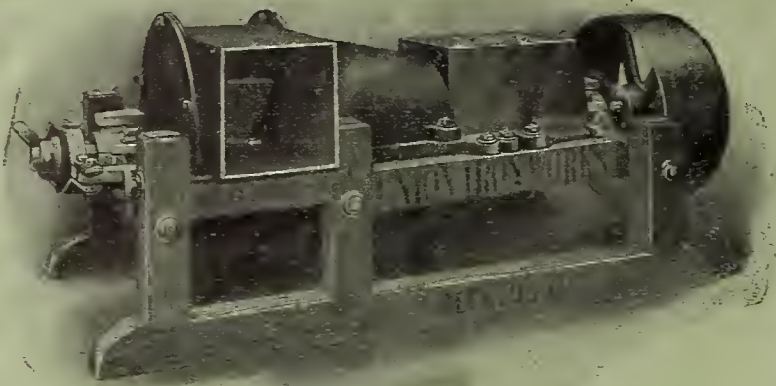
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WE ARE THE LARGEST GASOLINE ENGINE BUILDERS IN THE WORLD
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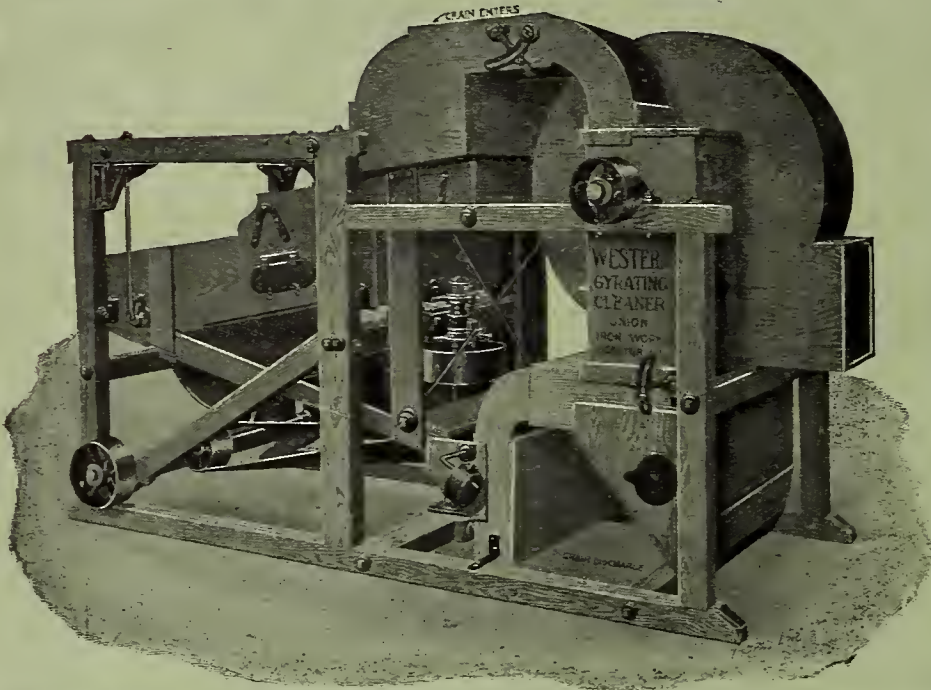
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THE "WESTERN" PITLESS SEPARATE WAREHOUSE SHELLER



THE "WESTERN" GYRATING CLEANER



This Combination Has Solved The Problem

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WHY NOT FOR YOU?

There never was a better time to install a pair of machines that will more than pay for themselves in better shelled and clean corn each year.

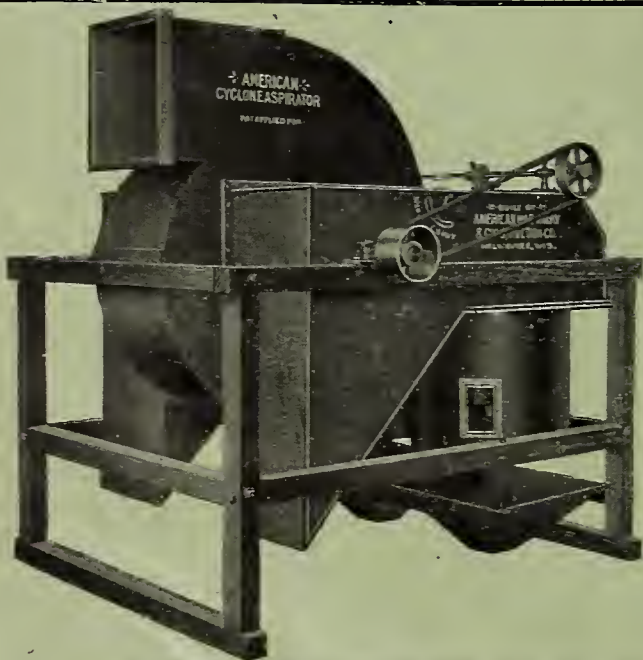
The "Western" Pitless Sheller is durable; shelling parts are all chilled; fan chamber is adjustable, right or left, over or under discharge; puts the corn directly into the leg or boot; no tank or pit required; built in four sizes.

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Complete stock carried at 1221-1223 Union Avenue, KANSAS CITY MISSOURI



It Weighs Each and Every Kernel of Grain Individually--separates oats from wheat, barley, rye and corn---extracts all shrunken kernels, chaff, seeds, stems, straw joints, chaff and all other refuse of a lighter specific gravity than the grain to be cleaned.

That is the reason why every grain dealer, miller or maltster who wants his grain absolutely clean needs an **AMERICAN CYCLONE ASPIRATOR**.

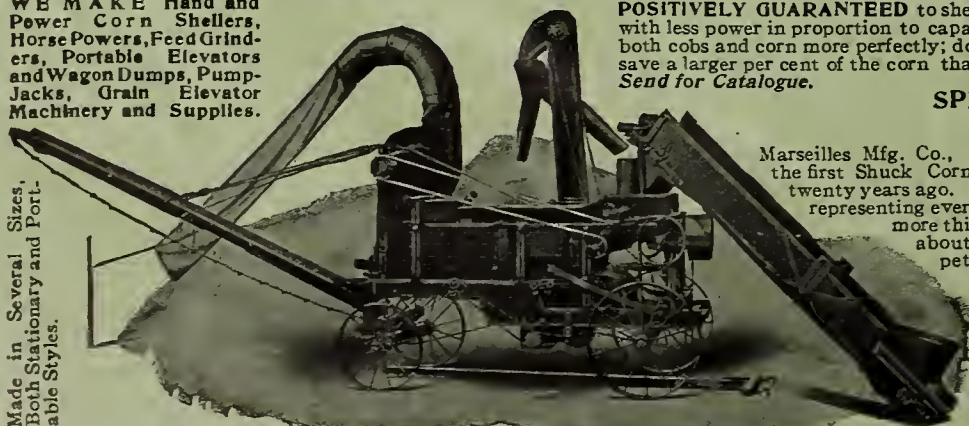
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WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump-Jacks, Grain Elevator Machinery and Supplies.

Made in Several Sizes, Both Stationary and Portable Styles.



POSITIVELY GUARANTEED to shell either shucked or unshucked corn faster, with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market. *Send for Catalogue.*

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YOU'LL BE HAPPY

WITH A
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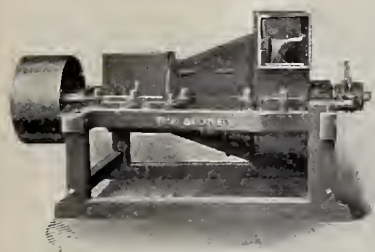
It is the **EASIEST RUNNING**
SAFEST
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It has many exclusive features
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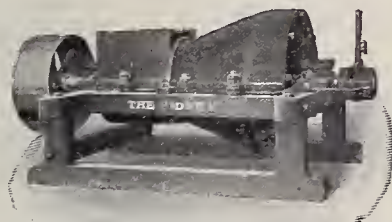
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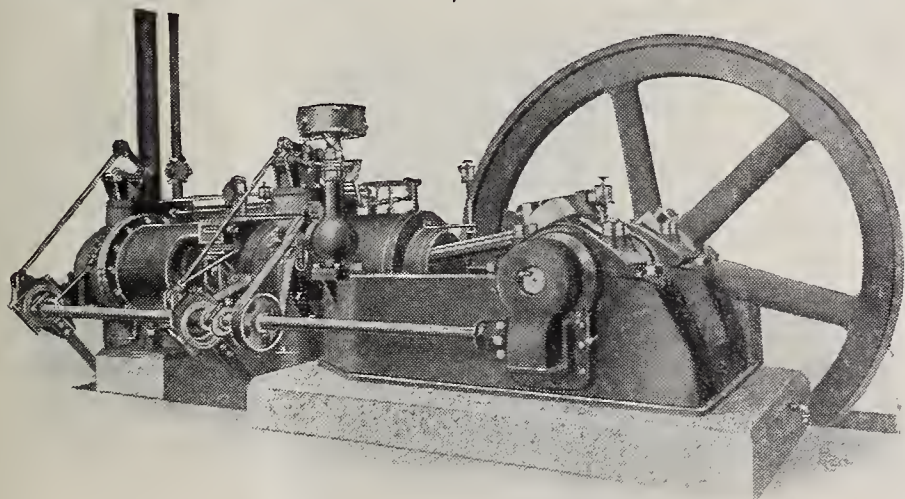
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Let us get acquainted, we can furnish you
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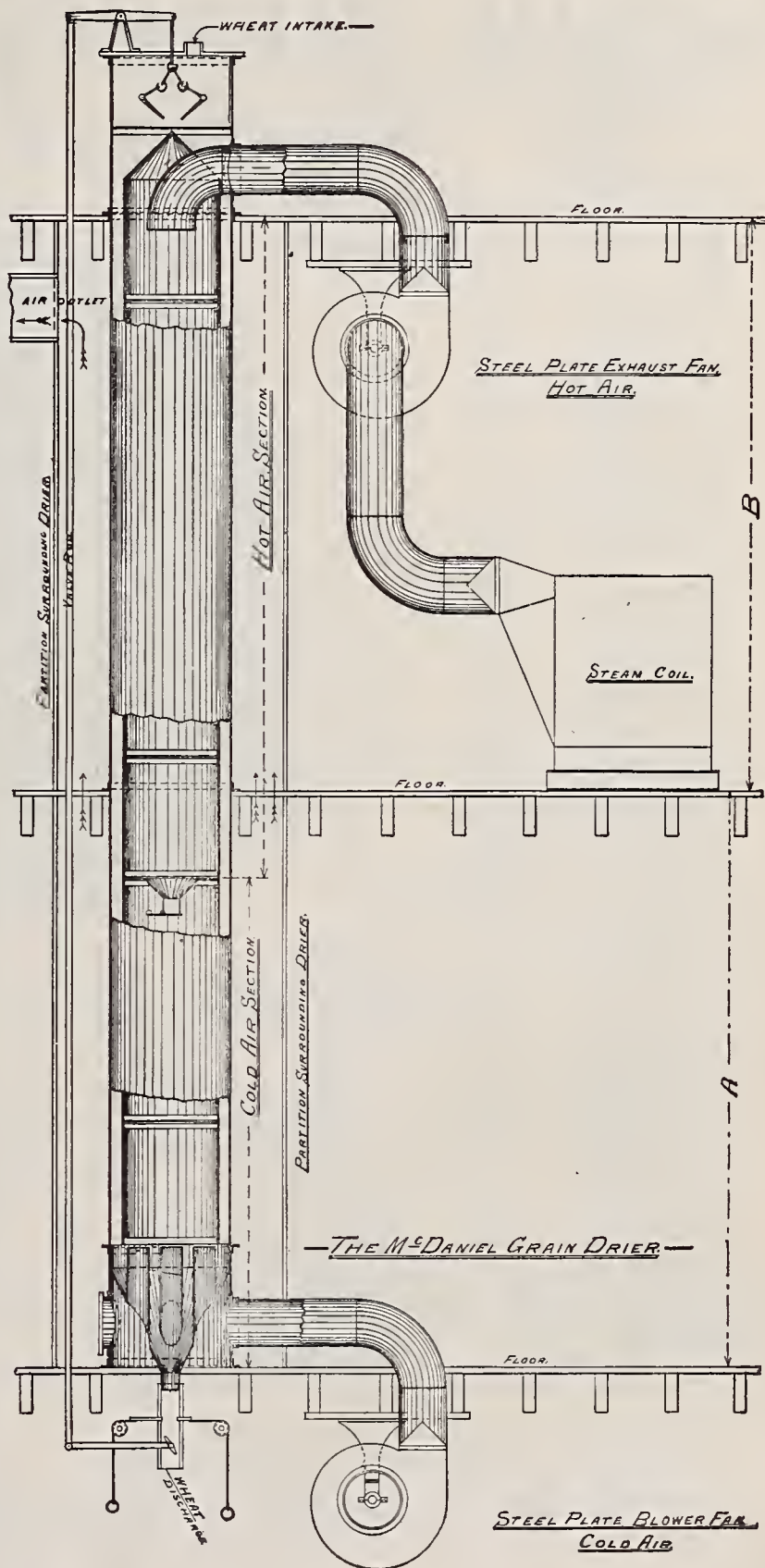
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Hot or cold air or both can be used.

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Grain Dryers

**Read what a user
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WICHITA, KAN., Sept. 15th.

*The S. Howes Company,
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Dear Sirs:

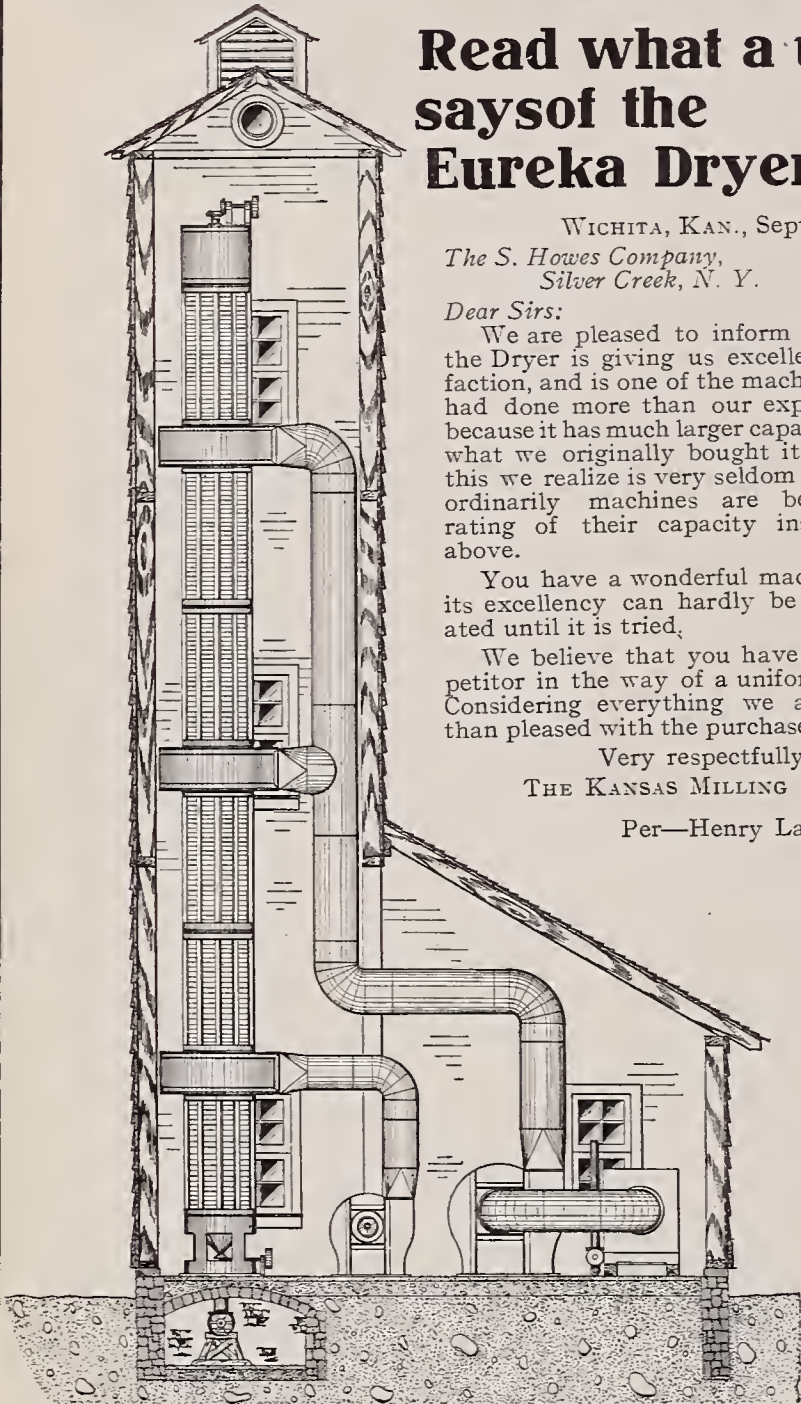
We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that had done more than our expectation, because it has much larger capacity than what we originally bought it for, and this we realize is very seldom the case; ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform dryer. Considering everything we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING COMPANY

Per—Henry Lassen,
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**"Eureka" Patented Grain Dryer
Cooler and Conditioner**

CAPACITY—1,700 to 2,000 Bushels per day (10 hours)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping. Automatic and Continuous in operation as Dryer and Cooler. Total Height, 49 feet.

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"EUREKA WORKS" = SILVER CREEK, N. Y.



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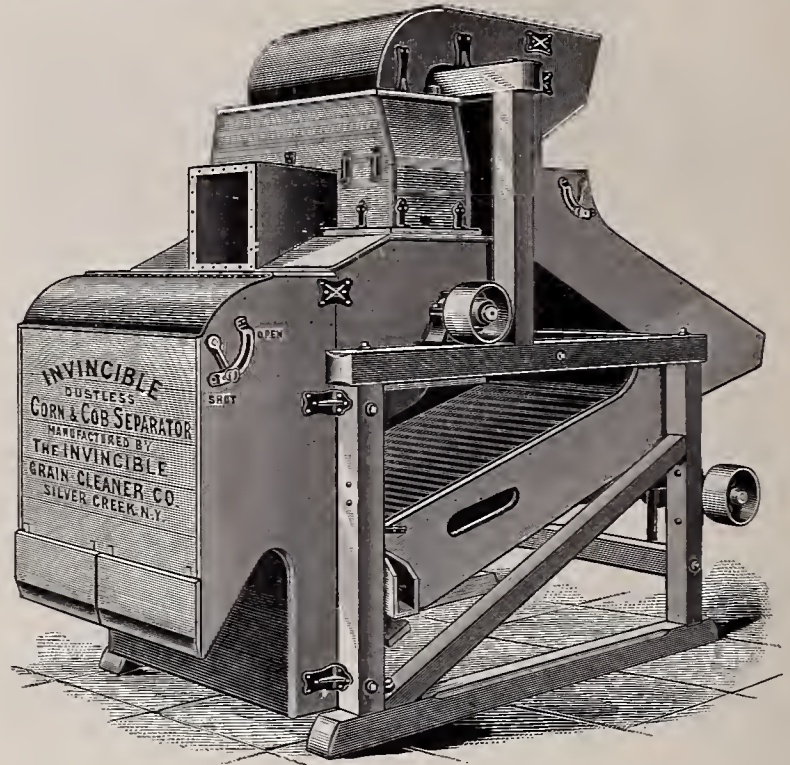
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CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



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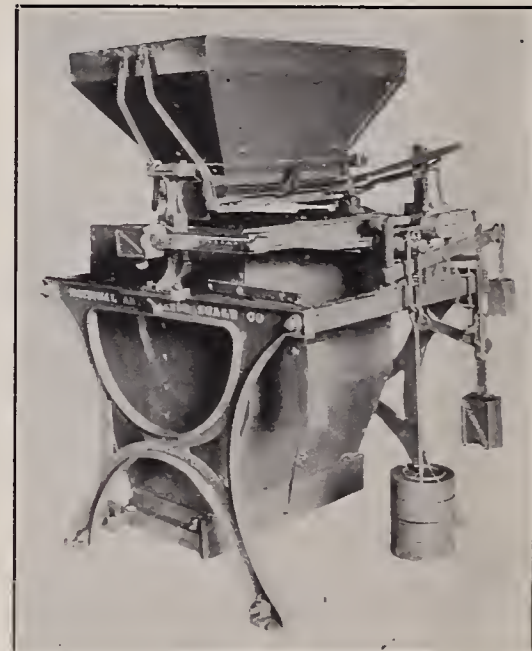
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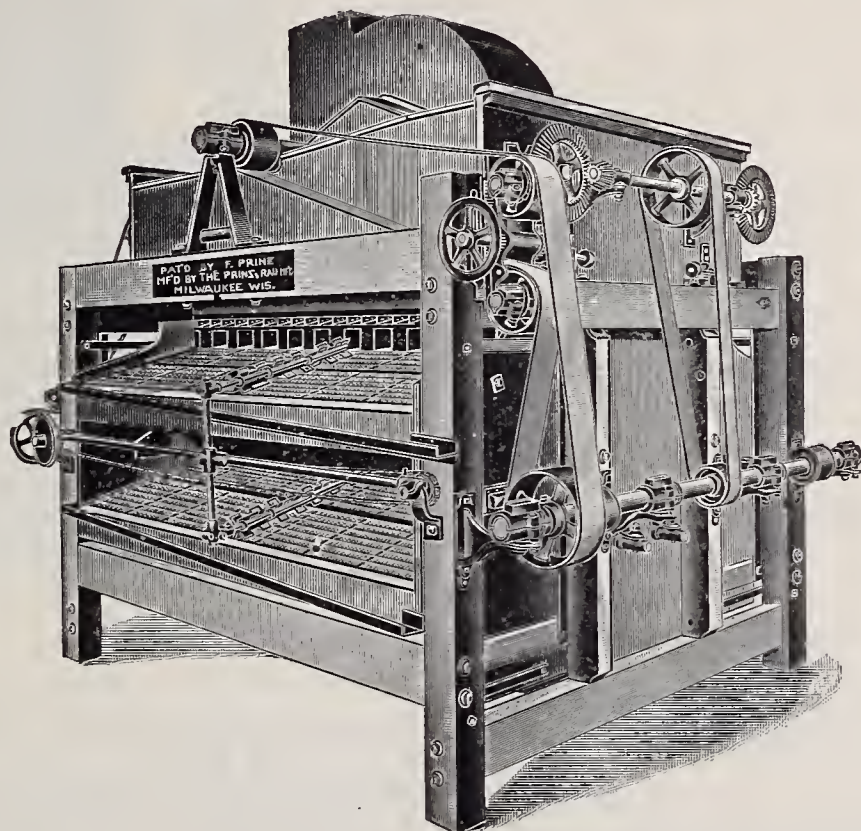
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215 E. Douglas St., BLOOMINGTON, ILL.

There is no Waste of Good Material

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PRINZ AUTOMATIC SEPARATORS



Here are Some Reasons for the Statement Made Above :

EXTRA WIDE SIEVES, allowing the grain to spread out in a thin sheet, which causes the offal to rise quickly to the top and requires but a short travel to make a perfect separation.

PERFORATED SHEET STEEL SIEVE CLEANERS, working automatically on the top of the sieves and keeping them constantly clean.

AUTOMATIC FEEDERS, insuring the even distribution of the grain on the sieves at all times.

Do Not These Features Interest You ?

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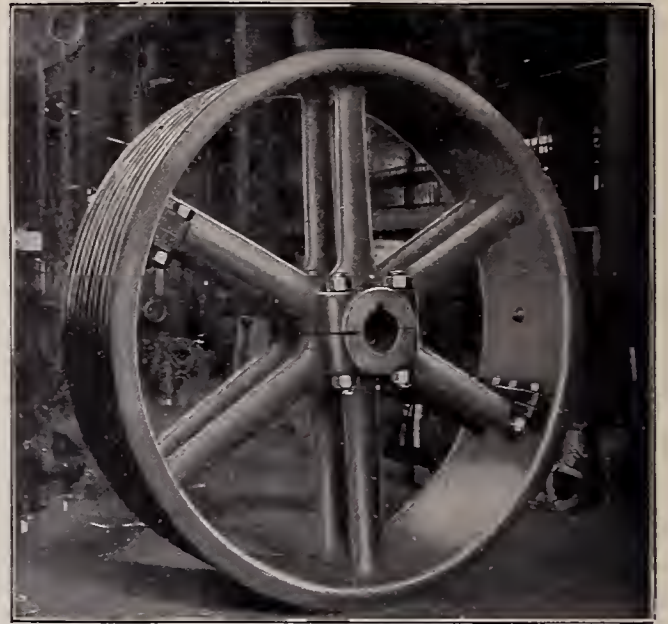
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Western Ave., 17th-18th Sts.

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General Agents for Avery Automatic Scales for Iowa, Minnesota and the Dakotas. They are accurate, durable, simple.

Elwood's Grain Tables. A book needed by every miller and grain dealer. It shows the value of any number of bushels or pounds of wheat, rye, oats, corn or barley at any given price from 10 cents to \$2.00 per bushel. Cloth bound, 200 pages. Mailed on receipt of price, \$1.25, by

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DEALERS IN
GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS, PEAS, POPCORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.
CHICAGO, Ill. Branch: Minneapolis, Minn.



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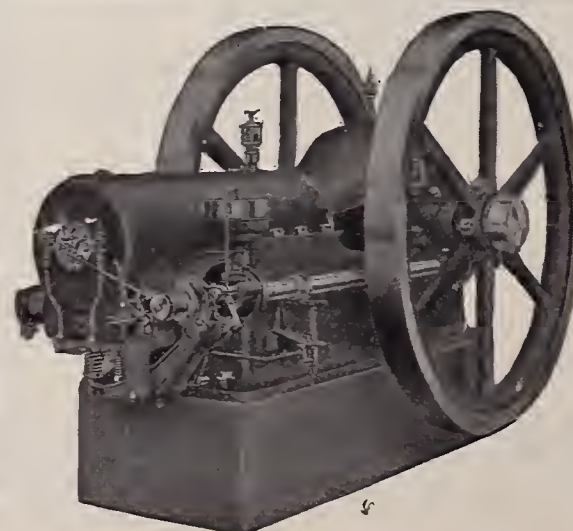


4 GOOD POINTERS ON THE Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
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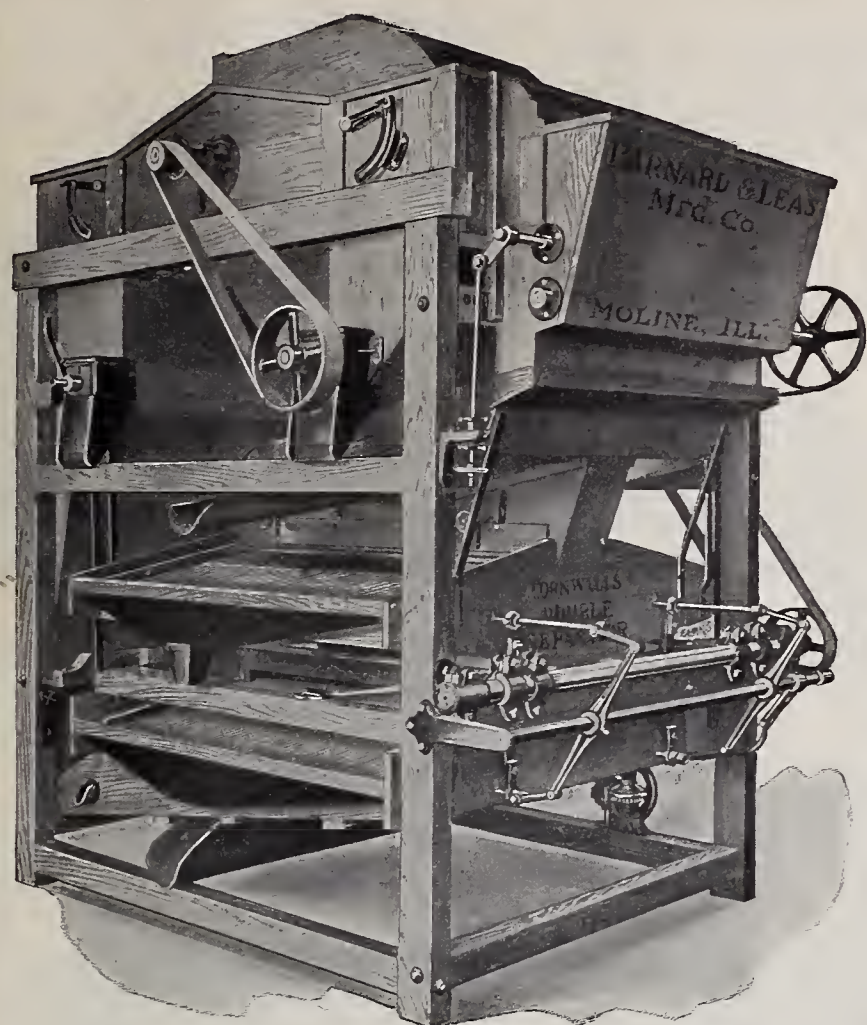


The Field Engine Important Features

All Engines equipped with Automatic Starting device. Igniter points may be cleaned and speed of Engine changed without stopping and without handling any moving parts. All Valves and Igniter are mechanically operated. There are no water packing joints on the FIELD through which water can leak into the cylinder. All engines are constructed to carry a compression of 70 lbs. on gasoline, 100 lbs. on gas and 140 lbs. on alcohol, insuring the highest efficiency. We have eighteen distributing points in the United States. Catalog No. 60 gives other features of exceptional merit. Your postal will bring it.

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ALL KINDS OF Cleaners and Scourers

We make Separators for all kinds of grain, Corn Shellers and Cleaners of all kinds, Scourers and Oat Clippers, Aspirators, Grain Dryers of all capacities and Cereal Mill Outfits.

Also a complete line of Feed Mills, with standard and ball bearings.

Our Double Side Shake Separator is the latest in Separators.

Our Moline Upright Oat Clipper uses less power than any machine on the market.

The Cornwall Corn Cleaner and Victor Corn Sheller are known everywhere as standard machines.

Our Ball Bearing Feed Mills will save from 40% to 50% of the power required by babbitted mills.

In short we furnish complete machinery equipments for Grain Elevators, Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

Circulars and full information on all these machines sent upon request.

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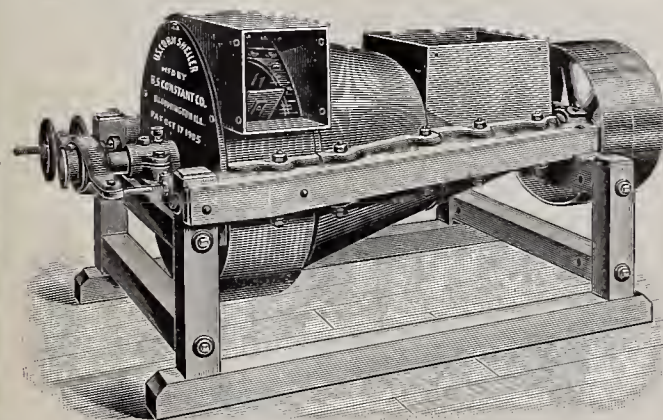
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IS ALWAYS READY TO SERVE YOU

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The U. S. FAN DISCHARGE CORN SHELLER

has exclusive features which makes it the best of its kind.



For instance the QUICK REPAIR

advantage makes it worth more money to you on a busy day than you realize. Only 30 minutes, or less, to renew a shell or other casting. Lock wheel Adjustment on all our Shellers. Takes up less space, is positive and can be operated while Sheller is full of corn and running.

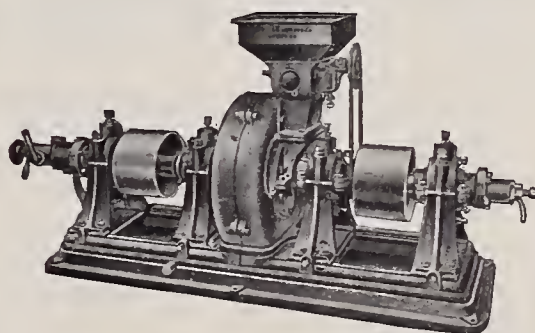
NO MORE SUPERFLUOUS CRACKED CORN.

Send us your specifications for lump price.

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With
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YOU WON'T BE WHEN YOU HAVE A

Monarch Attrition Mill

The farmers with mills of their own will actually come to you to have their feed ground, because they say the Monarch does it so much better than they can.

It grinds fast and hard, all the time

OUR GUARANTEE COVERS EVERYTHING

Ask for a copy of our Feed and Meal Milling Catalogue No. 26

SPROUT, WALDRON & COMPANY

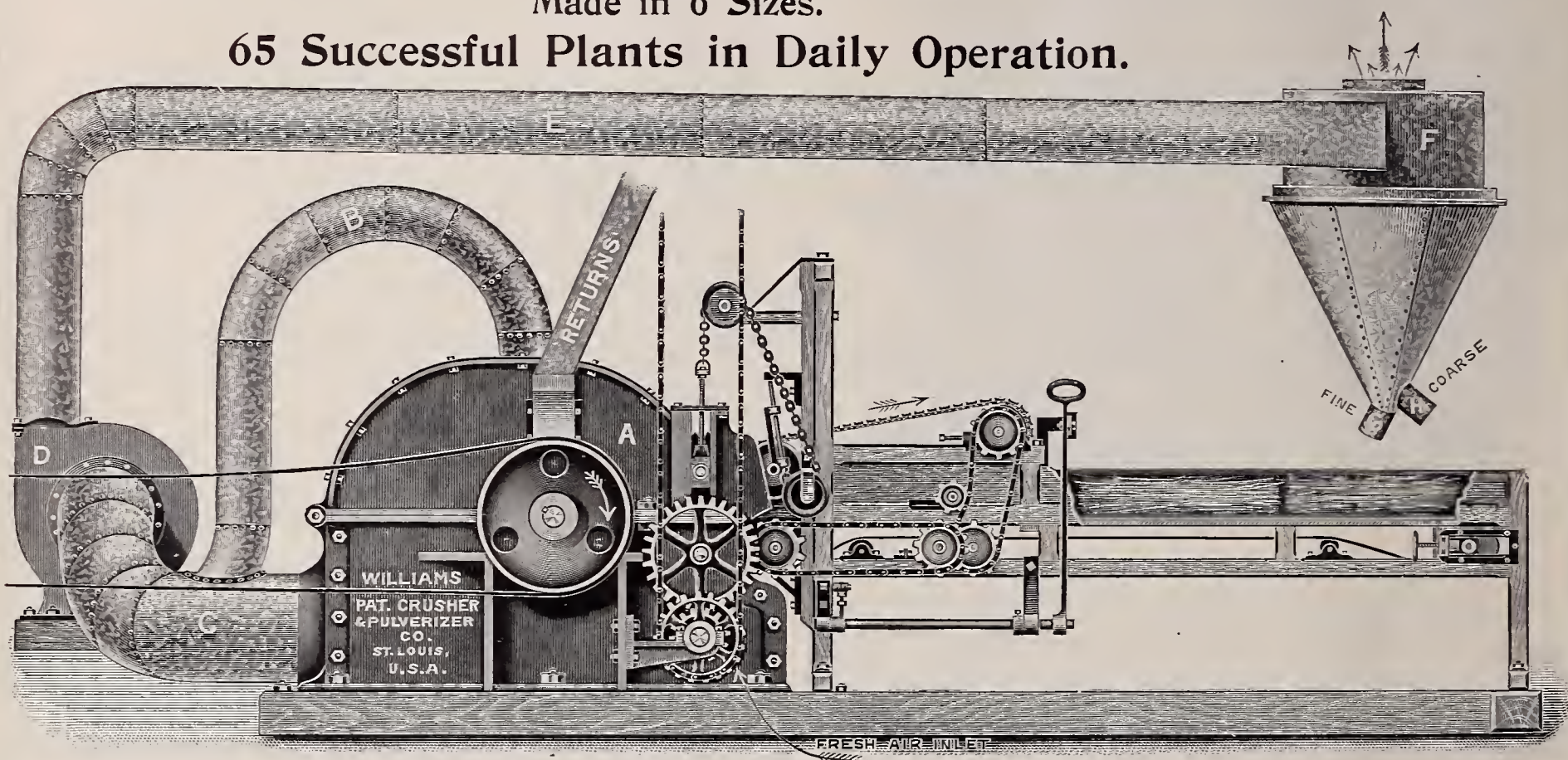
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SCRAP that troublesome Alfalfa Grinder and put in the WILLIAMS SYSTEM—Make Some Money for your Stockholders—GET RESULTS. You can only get such results from

The Williams Patent Alfalfa Grinding System

Made in 6 Sizes.

65 Successful Plants in Daily Operation.



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
They will reduce ALFALFA HAY from the BALE or from the STACKS.

They will reduce ALFALFA HAY and EAR CORN together.

They will reduce ALFALFA HAY and SHELLED CORN together.

They will reduce ALFALFA HAY and OATS together.

They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.

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They will reduce EAR CORN ALONE or SHELLED CORN ALONE.

They will reduce OATS ALONE.

They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

For Further Information

Write for BULLETIN No. 7

They will reduce ANY FORAGE material or CEREAL, together or separately.

They will reduce GREEN CORN from the field.

They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.

They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.

They are COB CRUSHERS when desired.

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They produce two grades of goods AT THE SAME TIME, coarse or fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.

They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

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Automatic Hay, Meal and All Around Feeder

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.

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THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
ST. LOUIS, MO., U. S. A.

No. 116 Clipper Cleaner



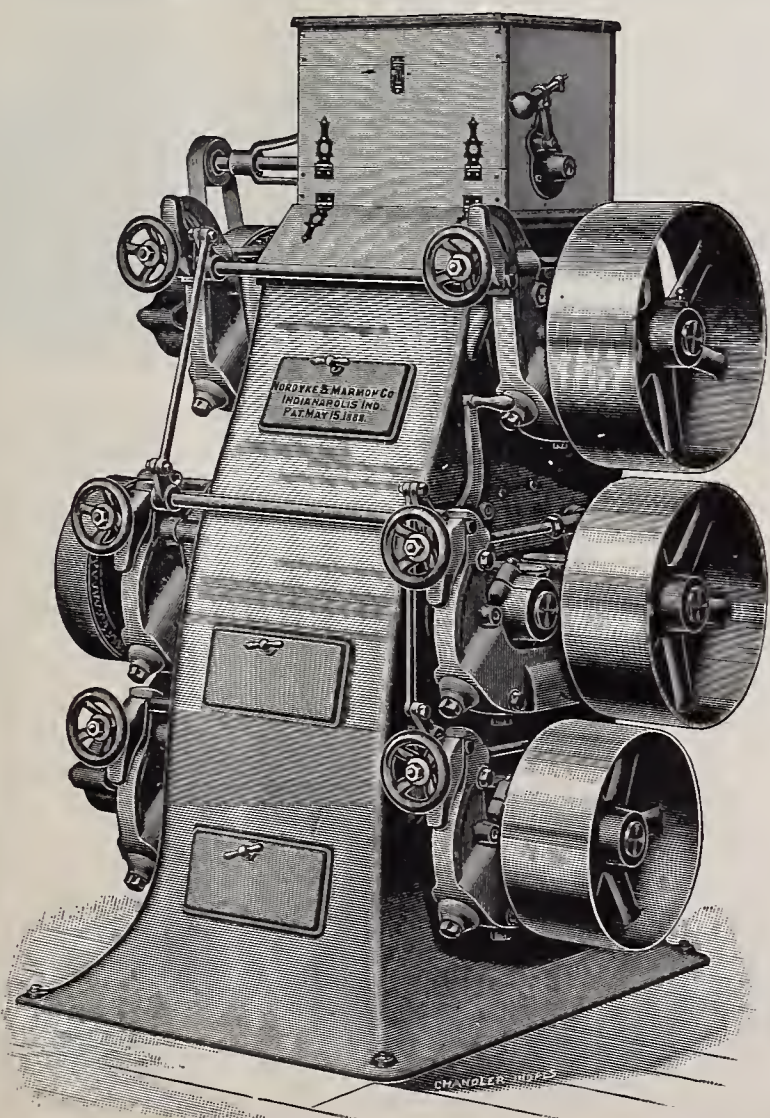
This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings; two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit, and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds.

Write for circular, giving cuts and full Description.

A. T. FERRELL & CO.
SAGINAW - MICHIGAN



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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ELEVATOR SUPPLIES

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

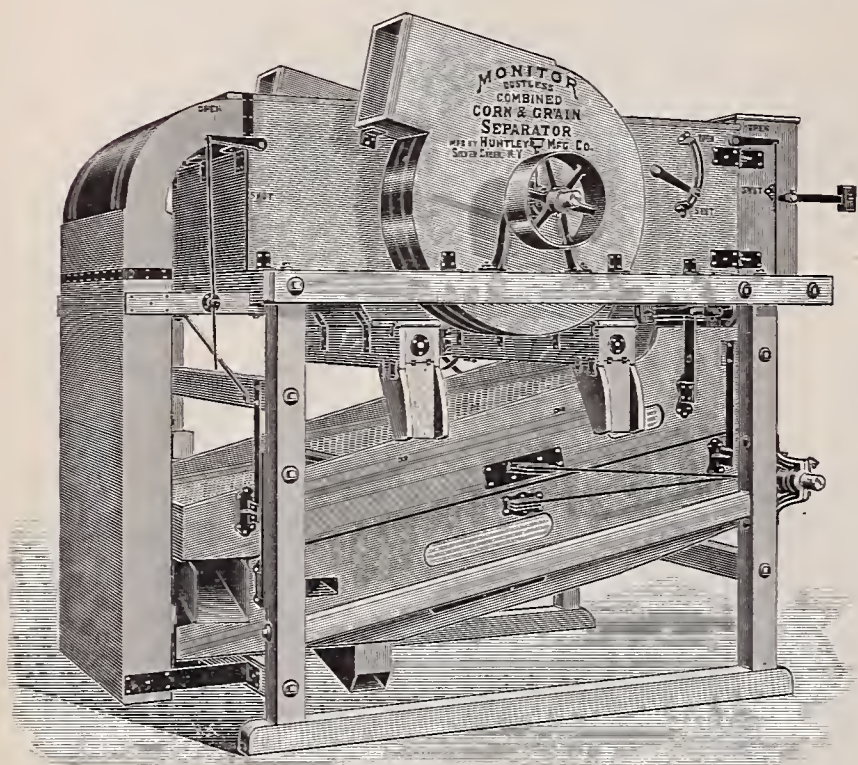
America's Leading Flour Mill Builders

Established 1851

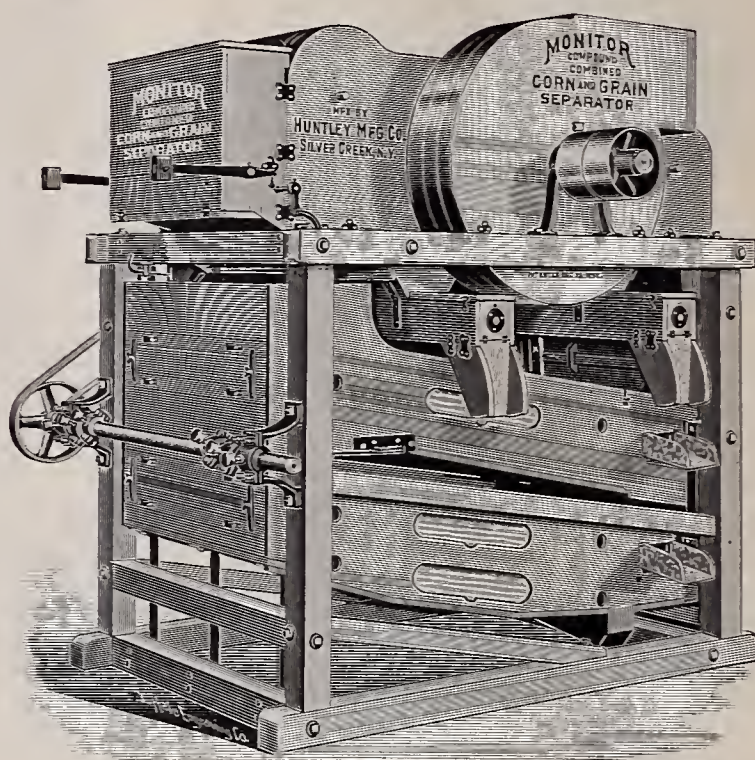
INDIANAPOLIS, IND.

COMBINED CLEANERS

MONITORS



STYLE "A"



STYLE "B"

SIMPLIFIED CLEANING

quicker service—the cleaning work conducted with greater ease. Less care, time and attention required for the many changes necessary where all kinds of grain are handled. These machines deliver these results. We originated the first "Combined" Cleaner sold in the United States. There are now hundreds of highly satisfied customers of the "Monitor Combined."

CLEANS TWO KINDS OF GRAIN WITHOUT CHANGE OF SCREENS

The sieve cleaning outfit in these Monitors consists of two units—the ordinary type of elevator Cleaner has but one. On the standard type of elevator grain Cleaner, if a change from one kind of grain to another is desired, it is necessary to stop the machine, remove the screens and insert others. This is avoided on the "Monitor Combined." On the Monitor a change from one kind of grain to another is accomplished by shifting the feed distributing lever, directing the flow of grain to either of the two complete screen cleaning outfits while machine is in motion. Embodied in the "Monitor Combined" are a great many advantageous improvements for which Monitors are famous. They are all patent-protected—no other cleaner has them. We guarantee ease of regulation and absolutely accurate sieve and air separations on either coarse, medium or fine work.

Huntley Manufacturing Co., Silver Creek, N. Y.

The World's Largest Manufacturers of Grain Cleaning Machinery

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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No. 11.

TRANSFER ELEVATOR BURNED.

The transfer elevator of McCray, Morrison & Co. at Kentland, Ind., was totally destroyed by fire on the night of April 14, causing a money loss of about \$60,000, which covers the house and contents of about 30,000 bushels of grain.

The elevator was one of the best in Indiana and was designed to handle the grain assembled there from a number of minor elevators on both the Pennsylvania and C. I. & S. roads, operated by the owners. It was provided with all modern machinery of a model cleaning and transfer house, including a drier, the concrete portion of which is all that remains of the plant.

The fire was discovered about 9 o'clock in the evening by John Butler, the engineer—a little blaze seen down close to the floor of one corner of the clipper room. It was so small that the man supposed it a lantern light, and paid no attention to it until a few moments later he saw that it was growing rapidly in size, and then he sounded an alarm.

of buying it before harvest. One of them had 1,900 acres of "volunteer" wheat, which cost only the expense of harvesting, the yield being from twelve to twenty bushels the acre. The first crop more than paid for the land. This new method of summer-fallowing is being practiced in various parts of the Northwest.

GRAIN ELEVATORS FINED.

Regarding the irregularities and frauds which have been perpetrated in the grain elevators at Fort William and Port Arthur, previously referred to in these columns, and through which our grain shippers have been robbed of considerable sums through false reports the following have been found guilty and fined:

The Port Arthur Elevator was proved guilty on five charges of false statement and fined \$500. for each offence. The Empire Elevator was found guilty on six charges of a similar character and fined \$500 for each offence. The fines were all

[For the "American Elevator and Grain Trade."]

THE DANGER IN CONSIGNING GRAIN ON THE MARKET.

BY F. S. RUTHERFORD.

There is one danger, and only one, lurking in the practice of consigning grain on the market for sale on arrival—a danger that haunts the occasional consignor from the moment he bills out a car of grain on consignment until it has arrived at market and been sold. That one danger is the risk of the market declining ere the arrival of the shipment at destination. The idea of such danger in consigning is never suggested to the mind of the country grain dealer who consigns continuously, for he knows where he stands on general results. It is the occasional consignor whose misfortune it usually is to have his grain arrive on a declining market and whose disgust with his single experience will probably prevent him from retrieving his loss of an isolated occurrence.

An excellent illustration of the good things that



RUINS OF THE TRANSFER AND CLEANING ELEVATOR OF McCRAY, MORRISON & CO., KENTLAND, INDIANA.

In five minutes more the fire had taken possession of the premises; and nothing could be done save to protect the adjacent properties. This was no perfunctory task, by any means; but by energetic work further damage was prevented. In the northern part of the town, owing to the wind, the danger was greatest, but no other property was injured.

The insurance on the premises was between \$50,000 and \$60,000.

The senior member of the firm, Warren T. McCray, had but about three hours before the fire gone to Kansas City to attend a meeting of the Hereford Cattle Breeders' Association, of which he is a director.

Recent reports from various wheat districts in the Palouse country, south of Spokane, are that a heavy crop of "volunteer" grain will be harvested this year, as the acreage is larger and conditions better than ever before. The stubblefields are green with wheat several inches high and as thick as needed to make a good crop. Some of the farmers who have much spring work contemplate leaving this wheat for a crop. Several of the so-called "wheat kings" in Whitman County, Wash., made part of their fortunes from "volunteer" wheat on lands rented from the railroads with the privilege

promptly paid. The Consolidated Elevator was let off with a fine of \$50, as a discrepancy was found to be unintentional although the practice of loaning wheat was a violation of the act.

These fines to the general public may appear to be large, but when compared with the volume of business that passes through the elevators in the course of a year, they are a mere bagatelle, and could be paid by the operators every week, and still leave them ahead at the end of the year. One of the most efficient modes of preventing these frauds, said a grain man on 'change, would be an imposition of a year's imprisonment in addition to the fine. The present fines will not deter the operators of the elevators from repeating these nefarious practices, and therefore the government without any delay, should take over all the elevators in Fort William and Port Arthur and operate them in the interest of the public.—Montreal Trade Bulletin, April 29.

The Minnesota experiment station says barley has the advantage over flax for cleaning the land of weeds, besides being often fed on the farm at a profit over the market price. At present prices, however, flax is in the lead and good flax land will undoubtedly return a good profit.

can come to a steady consignor through fluctuations of the market is the experience of a grain dealer in Nebraska who consigned a car of corn to Sommer & Albrecht, St. Louis, that arrived a few days ago and was sold at a price eight cents a bushel higher than its value on day shipped. There are numerous instances in the recollection of the writer where shippers had wheat and corn arrive on declines of $\frac{1}{2}$ c to 2c, which unpleasant experience was more than counterbalanced by the fact that they had more cars arrive on markets showing steady to 1c to 8c a bushel advance over the prices ruling at times shipments were made.

The danger of the market declining is magnified a thousand-fold more than consistency justifies, some shippers being unduly solicitous about the market declining while a shipment may be in transit a few days, when they have at times risked the market declining for months by holding their grain in elevator or cribs at home. In the year 1880 an Iowa grain firm sold a round lot of corn at 27c a bushel on track, country station, which they had held in cribs seven years, and for which they had refused 57c a bushel their track. This same firm were emphatically opposed to risking the market with a consignment in transit from three to five days.

If the country shipper is fearful of a material

decline in prices, he can hedge against his consignments by selling the option.

With the one danger in consigning out of the way, it is in order to refer to a few of the advantages inuring to the consignor, among which may be cited a case where a car of corn received by Sommer & Albrecht, St. Louis, a few weeks ago, arrived "heating and musty" and graded "Sample Grade." While the inspection of "Sample Grade" was absolutely correct, the character of the corn was such as to be susceptible of improvement. The best obtainable price for this car of corn in its condition on arrival was 40c. The commission firm handling the corn sent it to elevator to clean and cool, thereafter selling it for account of the shipper at 56c.—sixteen cents a bushel more than the corn would bring in its condition on arrival. Suppose this car of corn had been sent in by the shipper to apply on a track sale of No. 3 or better. Would the track bidder have protected the interests of the shipper, as the commission firm did? Would not the track bidder have applied the car of corn contract at the market difference, entailing a loss of over \$200 on the shipper?

Numerous instances illustrating the manifold advantages enjoyed by the continuous consignor over the grain dealer who clings to his ironclad rule of selling on track are at hand, but, with the objection of risk of the market declining while grain is in transit out of the way, it will suffice to say emphatically that the grain consignor's interests and the interests of his commission merchant are identical, and the commission merchant will work with all his might for the interests of the country grain dealer whose success will naturally be shared with the commission merchant who is instrumental in that shipper's success.

DENATURED ALCOHOL.

The New York State Grange, at a recent meeting at Watertown, adopted resolutions declaring that "The New York State Grange is in favor of the farmers of the United States cooperating together to build, equip and operate an agricultural distillery, according to the best European practice, at such place as may be selected as most suitable by a committee selected for that purpose." Their complaint is that the "Standard Oil" owns all the alcohol distilleries, or at least controls their output, and "what our farmers want is the cooperative farmers' distillery to take care of the waste products of the farm, and convert them to the lighting and heating in the farm homes. This converting of the waste products of the farms of this country into this industrial and commercial proposition means millions of dollars to the government and the saving of as much more to the consuming public. This being a new industry, it would not seem out of place to ask the protection of the Government by a small bounty for a period of five years until it can get on its feet."

In other words, the industry being unprofitable in small distilleries, the Government is asked to tax the rest of the country to make it so for a benefit of the few farmers really interested in it.

"COST-ACCOUNTING PATHFINDER."

This is the title of a clever little book by Frank E. Goodwin, associate editor of "Farm Machinery," of St. Louis, which is in its third edition. Primarily the book is intended for the business edification and instruction of the retail merchant, whose success or failure in innumerable instances has hung on this question of the cost of doing business. Some business men are born to success; but most of us are compelled to achieve success by hard labor and the exercise of gumption. This little book is a real pathfinder—a key to the knowledge of cost that makes gumption possible. It is, as said above, of most use to retailers; but there is no man in business to whom cost is a negligible quantity; so that any intelligent reader can get some valuable ideas out of it. Sold by the Midland Publishing Company, St. Louis.

Correspondence solicited on grain trade matters.

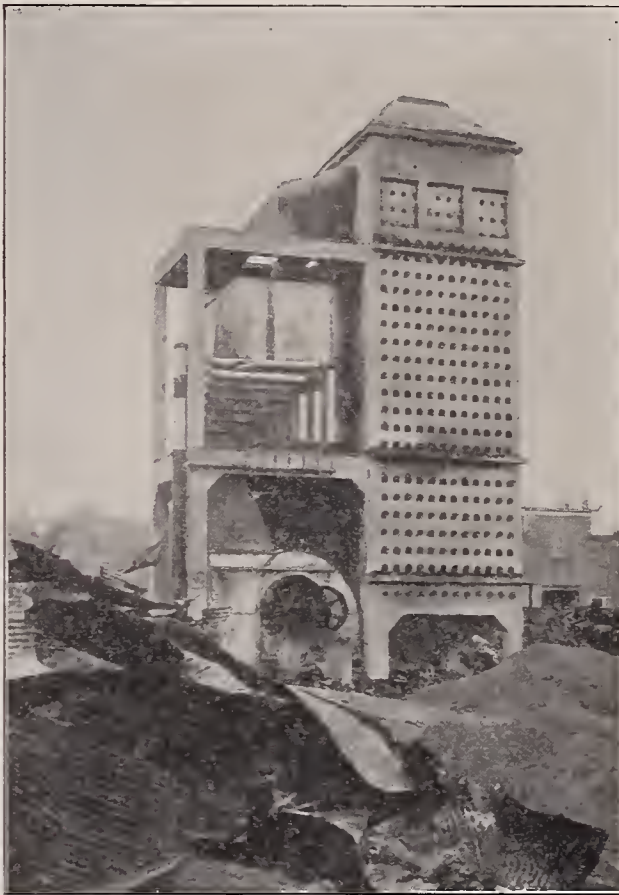
[For the "American Elevator and Grain Trade."]

THE RUSSIAN BOYAR.

BY JULIAN KUNE.

Having had a glimpse at the Russian peasant, the former serf, and his present mode of living, it might aid us in understanding the various causes that led to the present apparent existing rivalry between the wheat-producing agriculturists of our own country and those of Russia, if we would take a furtive and retrospective look at the Russian Boyar, the former master of the serf. If there is any rivalry at all between the intelligent farmer of the United States and the dull, slow, plodding Russian peasant, it is but the old-time struggle between a higher civilization, aided by the various labor-saving machines, and that of numbers and physical force. I have, however, too great faith in the push and go-aheadativeness of the American farmer to believe he will permit himself to be beaten again.

When Czar Nicholas, who, by the way, was one of the most tyrannical despots of any age, was humiliated by the disastrous results of the Crime-



CONCRETE GRAIN DRYER AT KENTLAND, IND.

an War in 1856, he resolved to free the serfs—more for the sake of building up a strong rampart against the advancing liberalism of the Russian nobility and middle classes, that was initiated by the French Revolution of 1848, than from any humanitarian motives. The serfs, demoralized by their long servitude, were blind and devoted adherents of the "Little Father," as they endearingly called the Czar who was also the head of the Greek non-united church and was in their eyes the infallible vice-regent of God here on earth; hence they almost worshipped him. He felt sure that he could depend on them in case of a revolution that would threaten his absolutism.

The Crimean war, which was intended to disrupt Turkey, was begun by this Autocrat of all the Russias as a sequel to the overbearing and unholy invasion of Hungary only a few years before, whereby he made the Austrian Emperor his vassal. This war, however, which he initiated for the purpose of humiliating Turkey, proved a boomerang, for he was humiliated himself. This humiliation, however, proved to be a blessing to the Russian people themselves; for it robbed this tyrannical despot of the prestige of invincibility, which he had formerly enjoyed. He could no longer boastingly repeat the defiance of a former French tyrant: "L'Etat, c'est moi" ("I am the State"). The disastrous results of the Crimean War taught this absolute monarch a severe lesson; it caused

him to realize that the strength of a nation lies not in cannons and bayonets but in the attachment which a free people evince towards their government. The Crimean War was the starting point of Russian liberalism, while the Japanese War and its results inaugurated Russian constitutionalism, both of these things happening as against the wishes of the Russian autocracy.

A PEASANT EMPIRE.

There is no question but that Czar Nicholas, having been sorely disappointed by the results of the Crimean War, started to build up the "Mugitskoe Tsartov" ("Peasant Empire") by freeing the millions of serfs who were still his most trusted adherents. He called to his aid two of the most talented and distinguished Russians of those days, Count Nesselrod and Admiral Menchikoff. Inasmuch as the Russian Boyar's wealth was estimated by the number of serfs he owned, the freeing of these chattels could not be anything short of most disastrous to him. It would not only curtail his means of livelihood but would prevent his annual visit to the spas and capital cities of Europe where he spent in riotous living the hard-earned money of his serfs; besides he would not have the chance to imbibe revolutionary doctrines if kept at home. The freeing of the serfs was undoubtedly meant to hit their owners hard, which it did most effectually. As one proprietor naively remarked, when asked how he was getting along after the freeing of the serfs: "Well, formerly we kept no accounts and we drank champagne, now we keep accounts and content ourselves with drinking kwass." (This is a Russian national drink and one of the sourest and cheapest drinks ever concocted. It is so cheap that even prisoners get their daily allowance of kwass.)

BOYARS UNPREPARED.

As not one Boyar in a hundred had made any preparation for the great change which the emancipation of the serfs had caused, their condition was indeed very pitiful to contemplate. They had the land, but not the capital wherewith to cultivate it. In order to afford some relief to their straightened circumstances, a new land mortgage bank was organized, and this bank advanced to these former proprietors of the serfs between 1886 and 1890 200,000,000 rubles. This enormous loan, however, did not prevent twenty thousand landed proprietors from selling their estates between 1862 and 1892, so that the land possessed by the nobles diminished in area 30 per cent, or from 77,804,000 to 53,550,000 desyatines (a desyatine is 2.7 acres).

WHAT BECAME OF THE RUSSIAN BOYARS?

The most natural question that confronts the student of political economy is: What has become of the Russian nobles, thousands of whom had sold their estates? Only a general answer can be given to this question. Many of them bought land in Siberia, where they pursue farming on a large scale, while some of them were compelled to seek other employment after having squandered the money received for their lands. That accounts for the many nobles, and even princes, whom one meets in Russia, who are compelled to labor either with their hands or brains in order to eke out an existence. A prince in Russia, however, is not such a rarity as one would imagine. It is a common saying in Russia that, "To be a Prince in Russia, means that he is of Tartar origin." The title of Prince is unknown in the imperial family—the Romanoffs are Grand Dukes and Grand Duchesses.

Those nobles who managed to retain their patrimony in lands are gradually conciliating their former tenants, most of them their former serfs, by kind treatment, so that, aided by modern labor-saving agricultural implements, they are gradually paying off their mortgages and establishing themselves on a solid and sound footing. It undoubtedly has been a long and hard struggle, but patient toiling won out; for now they are reaping their earned reward.

EFFECTS OF LABOR-SAVING IMPLEMENTS.

Since 1903 quite a large number of English and American labor-saving machines have been imported into the what is called "the Black zone of Russia," which fact is largely responsible for the

success recently displayed by the large Russian farmer. Then a vast improvement is noticeable in the cattle and horses of the same zone. The only complaints one hears now is, as presented by the Boyars, that the peasants are still lazy; that they are addicted to drunkenness; and that they are shamefully derelict as to their obligations. If one should want to stop a peasant from wantonly cutting down a tree that was not his, he would say: "God planted the trees and watered them."

INCREASE IN PRODUCTION AND EXPORTS.

Notwithstanding all these drawbacks and impediments the production and the exportation of grain have enormously increased. In the first decade after emancipation the average annual export did not exceed 88,000,000 puds (a pud is about 40 pounds); in the decade between 1870 and 1880 it rose to 218,000,000 puds; while during the last decade of the last century, it leaped up to 388,000,000 puds, or over 6,000,000 tons of grain; and during 1907 the value of all the exports of Russia amounted to \$510,886,695, consisting mostly of food-stuffs and flax, but also of timber, oil and furs. The latest statistics show that the Russian Empire, which includes Transcaucasia, Siberia and the Asiatic possessions, produced 3,138,797,000 bushels of wheat, rye and oats.

PRESENT POLITICAL CONDITIONS.

The present political conditions in Russia, although the government is still far from being built on a constitutional basis, is nevertheless a step in advance towards an eventual popular representative government. It cannot be said of Russian liberty any longer that nearly all the best men in Russia are in Siberia. There exists no longer the necessity of having a Russian propaganda headquarters in London, as was the case in the '50s and '60s, when the "Kolokol" ("The Bell"), a Russian revolutionary paper, was published by the celebrated Russian exile Herzen. The Russian nobleman and large landed proprietor no longer looks down with contempt on the laboring peasant as of yore, for he realizes that his material interests are closely interwoven with those of his former serf and that his prosperity largely depends on the prosperity of the peasant farmer. On the other hand, the peasant also realizes that the policy of "give and take" is essential to the realization of his dream of ever becoming a prosperous freeholder. This goal he can reach only by helping to develop the millions of acres which the nobility still holds.

THE BOYAR A BON VIVANT.

Before the era of the American multimillionaire, the Russian nobleman was considered the most liberal of all spenders of money, both in both London and Paris. He was also considered the best dressed gentleman; prior to the emancipation of his serfs, his money came easy and it was spent easy. It was a common saying among the Russian noblemen, during those halcyon days, that "there are but two places where a man can live—London and Paris, St. Petersburg is but a large country village." He spent most of his time abroad, and while at home he was lavish in his expenditures in maintaining his acquired luxurious habits. He had to have a French chef to prepare his "Tchi" (cabbage soup) and his "sterlet" (a very choice and expensive fish caught in the Volga), all these choice edibles had to be washed down with "vini marozka" (frozen wine) and champagne. Now, however, instead of making his periodical flying visits to the various spas, he is contented to stay at home and superintend the plowing, seeding and garnering of his crops and to be satisfied with a Russian cook; and he is content also with eating "batinit" (buckwheat pudding) and drinking either kwas or tchai (tea), the latter being the Russian national drink; and when he does take his vacation during the winter months, he goes to St. Petersburg, which is no longer a country village but a beautiful and large city.

The Rocky Mountain Elevator has distributed about 20,000 lbs. of flax seed to farmers in a neighborhood of Moccasin. Flax is a comparatively new crop in that section of the Judith Basin and it is only in the past year or two that it has been tried but in every case it has given good results.

ST. LOUIS MERCHANTS' EXCHANGE ENTERTAINS.

A number of delegates from exchanges, members of the Council of North American Grain Exchanges, were in attendance, as guests of the St. Louis Merchants' Exchange, at the annual convention of the Farmers' Educational and Co-operative Union of America which convened in St. Louis, May 2-9. Invitations were sent out and were accepted on behalf of the Chicago Board of Trade by S. P. Arnot, J. C. Murray and W. M. Hopkins; the Minneapolis Chamber of Commerce by J. L. McCaull, F. A. Hallet, and J. G. McHugh; Toledo Produce Exchange by E. L. Camp, F. I. King, F. O. Paddock; Memphis Board of Trade by J. S. Denyven and N. S. Graves; Kansas City Board of Trade by Sec'y E. D. Bigelow. The committee of arrangements for St. Louis was composed of Manning W. Cochrane, chairman; N. L. Moffit, C. Bernet, E. M. Flesh, P. H. Litchfield, T. F. Petrie and J. L. Messmore. The itinerary included May 4 and 5.

The first day of the meeting was given over to a reception in the morning on floor of Merchants' Exchange and to the hearing of the speech of President Taft before the Farmers' Convention at the Coli-



MANNING W. COCHRANE.

seum and to various entertainments. On the second day the delegates and committee assembled at the Coliseum where the following address was made before the convention by Manning W. Cochrane, president of the St. Louis Merchants' Exchange. Mr. Cochrane's subject was "Equal Justice to All Men." He said:

The farmer who farms with his brains, employing hands to help do the work, is the one who succeeds. It is interesting to note that more farmers are buying automobiles today than any other one class of citizens. The "poor" farmer today is the man who employs old, laborious, roundabout methods and who starves his fields, his family and himself through a mistaken idea of economy. The successful farmer is on a level with business men and manufacturers everywhere.

You no longer hear of "bleeding Kansas." If Kansas is bleeding today, it is "bleeding" the other fellow for everything possible. The down-trodden farmer is becoming very scarce. If he is down-trodden, it is usually by a more prosperous neighbor or banker in his own community. It is an insult to the farmer to extend to him mere pity. He is the architect of his own fortune. He has become strongly entrenched through hard work and experience, as well as by the aid of the education brought to his very door by the great Agricultural Department of the United States, which sends its emissaries to him with the results of hundreds of practical tests in every branch of intensive farming, until it is the farmer's own fault if he does not benefit himself by their teachings.

The subject has been assigned to me "Equal Justice to All Men."

This means "A Square Deal," both to the producer and to the consumer. It means "Equity," which in its dictionary sense means "fair," "right," "reason-

able," "just," "impartial," "honesty." You remember one man who defined it said: "One man is just as good as any other man, and a little better, too." We must be careful in our own definition of "Equity" that under its fair banner we do not try to take advantage of the man who has been trying to take advantage of us.

Farmers as a class are prosperous, and are in a position to demand their rights and their just deserts. This is as it should be; but great care must be taken that you do not attempt to use your power unjustly. It is but human nature for any man who has been abused to try to turn the tables. "The common people," as Lincoln called them, undoubtedly have been abused, but the consumer has always been the greatest sufferer. Now, are the farmers ready to take up the fight for equal rights to all, or do they seek selfishly to gain the upper hand and become a trust? Now that you are growing in power, are you going to be great enough to protect the unprotected, or are you going to do what man has done since the beginning of time—seize and hold all you can get?

This is exactly what the great aggregations of capital have been doing for years, and the farmer has had much cause to complain.

This is the position in which we find the two great opposing forces, and it would be a fight unto death in case each side were free to act against the other, and the poor consumer would be ground between them worse than ever, if it were not for the great trading system which protects one from the other all over the world, wherever grain exchanges are established.

This speculative system is composed of two selfish interests, one as strong as the other. The Bulls, representing the producer, attempt to make prices go higher. The Bears, representing the consumer, attempt to bring prices down. They watch each other constantly, and in their ranks are many farmers, who are always Bulls, and many millers, who are always Bears, as a class.

I am a farmer. I was raised on a farm; and yet the members of the St. Louis Merchants' Exchange have honored me by making me president. The first vice-president is a broker, the second vice-president a miller, and the board of directors consists of millers, cash grain men, feed store men, editors, wholesale merchants, and pork packers—covering every branch of both buying and selling.

The two elements—Bulls and Bears—form the boards of trade for the marketing of grain. The trading which ensues is founded upon the great law of supply and demand, and the most rigid rules have been formulated to prevent one interest from taking unfair advantage of the other. We invite you to join us and see that the rules are fair to everybody—producer and consumer alike.

Grain exchanges are not secret societies, and with one or two exceptions, the price of membership is ridiculously low, being less than \$100 in St. Louis. No man of good character is barred from membership; and when once a member, his vote counts the same as that of any other member.

We are glad to say that in the Merchants' Exchange of St. Louis the rules prohibit artificial manipulation of prices, and grain cannot be "cornered" on this Exchange, because a limit is set upon what any member is forced to pay when conditions make it impossible for him to fulfill his contract. We are also glad to say that Chicago and the other grain exchanges of the United States now have similar rules, and have the power to prevent any recurrence of the Leiter and Harper deals, which caused such notoriety.

The harvesting of grain is continuous the world over. Thousands of dollars are spent annually to gather the news of the growing crops in every grain producing country. This news of crop conditions is not only carefully gathered by the United States Government but is authenticated and proven in every possible manner by the grain traders who spend their lives in studying the supply in order to make and meet the demand. By the aid of telegraph and telephone service this information is available to every farmer as well as to every miller.

Grain traders watch the entire surface of the globe, and prices go up or down according to conditions. It is not possible for any one man or group of men to establish a price regardless of conditions, because the other side keeps equally well posted on conditions. The price of May wheat today is determined upon the visible supply, the supply in transit, the supply in private elevators, the reserve on the farm, the reserve held by the millers, and the condition of the growing crop. These are what make the price. Fluctuations occur on account of a difference of opinion. As the newspapers say, one side "points with pride" to conditions, while the other side "views with alarm." No longer is it possible for one market to dominate the trade. Of course, the broader the market, the more active the demand, because more traders become interested; but one market cannot force the price because those students who are standing in the pits in Chicago, in Kansas City, in Minneapolis, in St. Louis, in Toledo, in Liverpool, and in Buenos Ayres are keeping in touch with each other by telegraph. The moment

one market sends the price above or below normal, the "spreaders" bring it back almost instantly by buying in one market and selling in another.

Grain is different from any other commodity. It may be asked, "Why not sell futures in coal and in oil?" The reason is plain to every thinking man. Nature is the balance wheel in grain, while in coal and oil the price may be affected by the control of a man or of the interests. A thousand additional miners may be put to work or may be laid off, if it suits the purpose of the interests better. Crude oil today is worth thirty and odd cents in Oklahoma, eighty and odd cents in Texas and \$1.20 in Pennsylvania. Why? Because it is dominated by huge aggregations of capital which have made it impossible for oil to be transported freely. The owners of a few pipe lines in Oklahoma have so much the best of it in the way of transportation that the outside world cannot buy oil at any price, at that point, other than the price which the oil companies see fit to set. At one time there was a big future market in oil; but when Rockefeller put it out of business there was no benefit ensuing to either the producer or the consumer.

The price of beef is not free and open to the world, and neither is the price of tobacco, for reasons which it is not my purpose to discuss. But the grain belongs to the people, and the great exchanges equalize the price in all the markets. The price of wheat today is not what Chicago or any other one market sees fit to make it, but is the price at one market compared with the price in all competing markets.

Now, you may ask, "What business has a man to buy grain when he never expects to receive it?" I will show you. Eliminating any sinister suggestion from the action of a buzz-saw, let us compare a grain market to a saw mill. The power behind the saw is never sufficient to cut a stick of cord-wood unless the saw is speeded up to its full number of revolutions. If the saw were stopped and started at every stick it would break its teeth and refuse to cut. A broad market is one which has an infinite number of transactions so that any kind of an order which comes to it may be executed instantly without deranging the machinery. That is the legitimate use of the speculators. Like a line of men passing buckets at a fire, the farmer dips the water from the river, passes it to the country elevator man, who passes it to the railroad man, who passes it along to the market from hand to hand, until the miller finally pours it upon the flame. The farmer could run between the river and the fire himself, but this would not only be too slow but would waste the water.

The expenses of marketing can be covered in three ways. The farmers could hire men to do it for them, under the pretense that they were doing it for themselves, and carry all the risks and attending losses and take whatever the miller had a mind to pay them—a process both extravagant and, unless the hired men were angels, very dangerous.

The second system would be to carry this grain from producer to market by the trust method, in the hands of a few men, as in beef or tobacco, which may be economy to the trust; but still it receives the almost unanimous condemnation of both producer and consumer.

The third method has grown with the progress of the world step by step, and the grain dealers assume the entire expense of this important process and take all the risk from your shoulders. They do the work cheaper and in a more skillful manner than could possibly be devised by any set of men who had not been brought up in the business. The receipts and shipments at this and all other markets will be sent free to you every day, preventing congestion, if you heed the market news, and giving you not only the price today but what the world is willing to pay next July or September. These traders, under the rules of the exchanges, do not and cannot make wide fluctuations, because there are as many on one side as on the other, and this preserves the equilibrium.

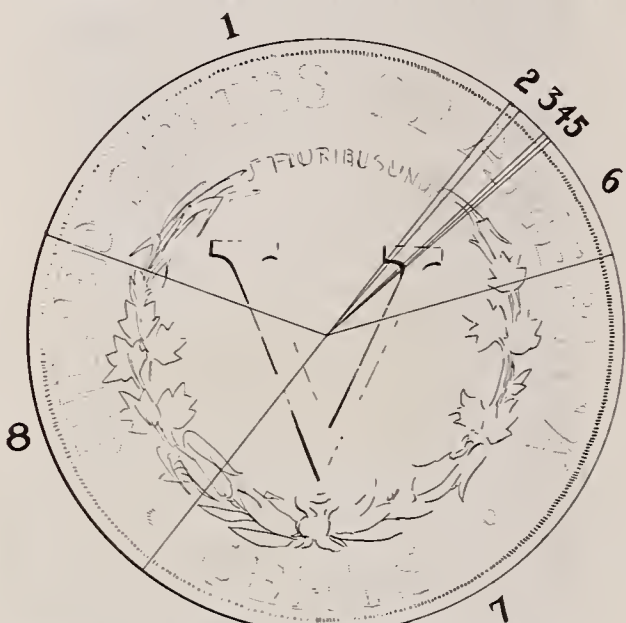
No man has any more right to speculate in grain without experience and capital than one of you gentlemen has to build an air-ship or to enter into the manufacture of radium, or any other enterprise of which you know nothing; and I will say for the exchanges that such trading is discouraged and the leading commission houses will not accept business from the type of men who try to "beat the bucket-shops." Trading in grain is one of the most intricate and difficult problems ever attempted by man, and it takes all of the brains and all of the closest application of time and study which a man can give it.

Unfortunately, the public knows the bucket-shop more intimately than it does the grain business; and it has formed its ideas of trading in grain from the most unprincipled set of gamblers that the world has ever known, in that they attempt to fleece the lamb by imitating the appearance of the boards of trade. Many farmers and grain dealers are led to believe these iniquitous concerns have connections with legitimate grain exchanges or boards of trade. This is a grievous error. These human parasites or bloodsuckers send out attractive advertising matter to catch the innocent and unwary. They steal their

quotations from the regular boards and none of their transactions are made on a regular exchange. "They toil not, neither do they spin." They accept margins as low as \$10. They neither buy nor sell your grain for you in any legitimate market. They merely match their opinion against yours. When your orders to buy are sent to a legitimate exchange they have an effect on the market. If the orders to buy are in excess of orders to sell, then the market advances, and vice versa. An order placed in a bucket-shop has no effect on the market. When a bucket-shop proprietor gets caught on the wrong side of the market he merely closes up shop and quits, and his patrons lose not only their prospective profits but their original margins as well. He has everything to gain and nothing to lose. The exchanges and boards of trade have made a hard fight to exterminate these pests, and now the United States Government has taken up the fight and seems to be in a fair way to wipe them out. The farmers and grain dealers in the country can aid the exchanges and the Government in this fight by not patronizing them and by warning all their friends to keep away from them.

Like the wolf in "Little Red Riding Hood," the bucket-shops lie in wait for the unwary. "What big eyes you have," said Little Red Riding Hood, and "What long teeth you have," and yet there is no more similarity between the business done on the boards of trade and in the bucket-shops than there was between Grandmother and the Wolf.

The question is asked us over and over again, "What is the difference between a bucket-shop and a wheat pit?" Let us ask you in return, "What is the difference between a national bank and a faro



DISTRIBUTION OF INCOME FROM A 5-CENT LOAF OF BREAD.

Farmer's Share, No. 1; Country Grain Dealer's Share, No. 2; Inspection, Weighing and Freight, No. 3; Commission Man, No. 4; Elevator, No. 5; Miller, No. 6; Baker, No. 7; Retailer, No. 8. (See table, p. 597.)

bank?" "What is the difference between a good dollar and a counterfeit dollar?" In a few words—every order given to a broker, whether in the country or on a board of trade, is a genuine order and must be executed, while in a bucket-shop, made up to look like his honest brother, the "spider" merely takes your money, nearly always in small amounts, and bets with you that the market will go up or down. The bucket-shops buy no grain and execute no orders, while if you buy on the boards of trade you will surely get the grain, plus the carrying charges, in case you do not sell it again before the day of delivery.

Every farmer speculates when he plants his crop, and takes greater chances than the trader in futures. The successful farmer smiles whenever a city man attempts to raise a crop without experience and without capital; many such men thus lose the savings of a lifetime; and it must be confessed that incapable men of the same type, without capital, often try to "get rich quick" in grain, but this class is insignificant when it is considered that 95 per cent of all men make a failure in whatever business they undertake.

It has been but a few years since the farmer was told that the speculators were depressing the price of grain; but during the past few seasons the farmer has been getting his share, and we hear no such talk today; but, on the other hand, the consumer has taken up the cry regarding the cost of living. But don't lose sight of this fact: the grain exchanges do not make the price. If you do not raise enough to feed the world, it is not the speculators who put up the price, but it is the lack of grain. If by a miracle you should produce twice as much grain as could be eaten, prices would be lower, but the speculators would have nothing to do with the decline. We take grain as we find it, and the price is made absolutely upon the law of supply and demand. No other business is so well organized to stand between producer and consumer and to keep the prices where they belong.

Don't be afraid to fertilize. There is no danger of too much food. Over-production is very remote. It has been the practice of the majority of farmers to impoverish their land, yet you all admit that fertilization and rotation of crops are your salvation. It takes time to do these things, and in the meantime population is increasing and keeping pace with your utmost endeavors in this direction. It is stated that if one grain of corn could be added to each ear there would be enough revenue thus derived to pay for all the agricultural colleges now in operation, and that if no seed were planted without being tested, our crops would be increased to an amount sufficient to pay the national debt every year.

Now is the opportunity for you who read the signs of the times. There is a fortune in store for each one of you who will take Uncle Sam's advice to educate your sons to scientific farming, who will carefully select and test your seeds, who will feed stock enough to enrich your soil, and leave to the next generation a heritage of experience and broad acres which will produce not merely 12 to 14 bushels of wheat but from 32 to 35 bushels per acre. Do you know that by scientific tillage the Nebraska Experiment Station has averaged over 60 bushels of wheat to the acre for the past four years?—that another field in Alberta, by the same method, averaged 70 bushels of wheat per acre?—another 46 bushels per acre, and made \$14,000 clear profit in one year?—that other crop yields are equally as good and without irrigation?—that dry farming land has commanded a price of \$1,000 per acre?—that irrigated land has sold as high as \$3,000 per acre?

We invite you to visit our Exchange, meet our members, and thresh out these problems. Come and see how prices are made. Come and talk with our Bulls and see why it is they believe prices will go higher. Come and talk with our Bears and let them explain to you their reason for differing from this opinion. You will find them the most honorable set of men in the world. Where else can you find a lot of men who will make a transaction with one another which amounts to thousands of dollars by a mere wave of the hand or nod of the head, without any other memorandum than the one which they pencil upon a card which each holds in his hand, from which the contract is made the following day?

The great grain exchanges are absolutely the farmers' best friends. They serve him as well and faithfully as any association of his own ever could. Membership is made up of all sorts and conditions of men, including hundreds of farmers; and strange as it may seem to some of you, it is the only business which insures a buyer against loss, because he can hedge every sale, if he wants to, in some future month. If a future market could not be established, the expense of marketing your grain would be ten times as great as under present conditions, because every trader would be compelled to play safe and assume his own risk.

It seems to be the fashion of the day to decry any established method of doing business, whether the critic has a better one to propose or not. The consumer always pays too much and the producer gets too little.

Let us analyze the price of a loaf of bread, which, as it should be, is produced and sold on a more equitable basis than any other commodity. Let us assume that the farmer gets a dollar a bushel for his wheat. Some may get a little more and some a little less this spring. He takes his grain to the country grain dealer (which may be a co-operative elevator in which he has stock), and the wheat is loaded into a car at an expense of, say, 2 cents per bushel. This seems to be a fair price for the country grain man (or co-operative society), as he has the elevator to build and maintain, labor in handling and weighing, and ready cash to furnish for the grain, so that the farmer gets his money at the outset, and the transaction is closed as far as he is concerned.

The railroad man takes the next bite out of the bushel; and freight, inspection, weighing and incidentals will amount to 10c. per cwt., or 6c a bushel; sometimes more, often less.

The grain is now consigned to the commission man, who belongs to a board of trade or grain exchange, where his conduct is subject to its rules, which guarantee the country grain man against irregularities of every kind. He brings a sample upon the floor, meets the buyers, and sells the grain to the best advantage for his client. For this service, regardless of whether he gets a high price or a low price, he receives a cent a bushel, his commission always being the same. He allows the country grain man to draw against the shipment to about 80 per cent or more of its value, so that the commission men for his cent a bushel has to provide enough money to meet these drafts. The expense of selling wheat would be fully as much, even if the farmer should have his own elevator in the city, as some reactionaries now propose.

The cost of unloading the grain at elevator is half a cent a bushel.

The next man to handle the wheat is the miller. Although he claims that when wheat is at its present price he cannot get \$6 a barrel for flour, yet for the sake of argument, let us say he gets that price,

and that there are 300 five-cent loaves in a barrel. This is fair, because good flour often runs from 312 to 320 one-pound loaves.

Then comes the baker, although there is frequently a flour broker, but we will leave him out and let what comes to him be divided between the miller and the baker, as his living does not affect any of the preceding factors. Three hundred loaves out of a \$6 barrel is 2 cents a loaf for flour; and as the baker sells his bread at 4 cents a loaf, it follows that the remaining 2 cents goes to him for his work and investment. This means that he has to bake and distribute 100 loaves of bread for \$2, and he will probably argue that his net profit is smaller than in any other business, on account of having to take back the stale bread.

The retailer gets the remaining cent; and when it is considered that he has to deliver in his wagon and hand out over the counter 100 loaves before he makes \$1, and as the records show that more grocery stores fail than any other class of business, it cannot be claimed that the retailer, although he gets 20 per cent, has any of the best of it.

To reduce this preamble to decimals, we make the following table:

Farmer gets	\$.0150
Country grain dealer.....	.0003
Inspection, weighing and freight.....	.0009
Commission man .....	.00015
Elevator .....	.000075
Miller .....	.003575
Baker .....	.02
Retailer .....	.01

Consumer pays050000

Upon comparing these amounts, it seems that the farmer gets a cent and a half, the baker two cents, and the retailer one cent, leaving half a cent to be divided between the grain dealer, the railroads, the commission man, and the miller.

The commission man gets a cent and a half for every 100 loaves, while the farmer gets a cent and a half for every loaf; and should the miller buy May wheat in the pit, take his warehouse receipt and get the wheat on it from the elevator, the broker gets $\frac{1}{2}$ ¢. per bushel, or \$0.00001785 on each loaf of bread; and if he has to divide his commission with a fellow member at $\frac{1}{16}$ ¢. per bushel, his share of the loaf is \$0.000009375, which being translated means that he has to sell a thousand loaves of bread before he earns 1 cent.

And yet domestic economists are trying to convince the farmer that he would be better off to eliminate the regular grain business in order to make more money, although experience has always shown that the laborer is worthy of his hire, and that it would cost fully as much for someone's time to accomplish the same result.

The grain exchanges of the world have studied this problem for many years. There is no other commodity which is handled on so small a percentage and where the money is so prompt and sure. While there are very few failures among commission men, there are not many great fortunes made. The wealthy grain men of the world may be counted on the fingers of one hand. Figure it out: We get 1¢. per bushel on wheat consignments, but only $\frac{1}{2}$ ¢. per bushel on corn and oats, and we frequently have to meet drafts for \$900 or \$1,000 on a car, when \$7.50, or less than 1 per cent, is all we can possibly make.

Fourteen of the largest grain exchanges in the world met in Chicago in February, and the most interesting number on the program was an article by Mr. E. Pfarrus, a member of the New York Produce Exchange, on the subject of soil reclamation and a larger yield, arguing that the greatest economic problem before the United States is that the farmer is getting an average of only twelve to fourteen bushels per acre out of his recently virgin soil, while England, which has been scientifically farmed for hundreds of years, is yielding 32 bushels and upwards per acre. It is human nature to blame the other fellow, but the fact remains that population is overtaking production in the United States to an alarming extent, and that seldom, under present conditions, is the United States in a position to export grain in competition with Canada, the Argentine, Russia and India.

There is no royal solution of the problem, but the grain exchanges have taken a stand for more and better grain, and it is the only solution thus far offered which will give the producer a better income and at the same time reduce the cost of living.

Gentlemen, we are your friends, and we want you to know us better. Again, we invite you to visit our Exchange.

At 11:30 o'clock a committee of farmers, of which Mr. Crow of Washington was chairman, met the delegates and committee from the St. Louis Merchants' Exchange, in the directors' room of the Chamber of Commerce Building, for the purpose of discussing questions of common interest.

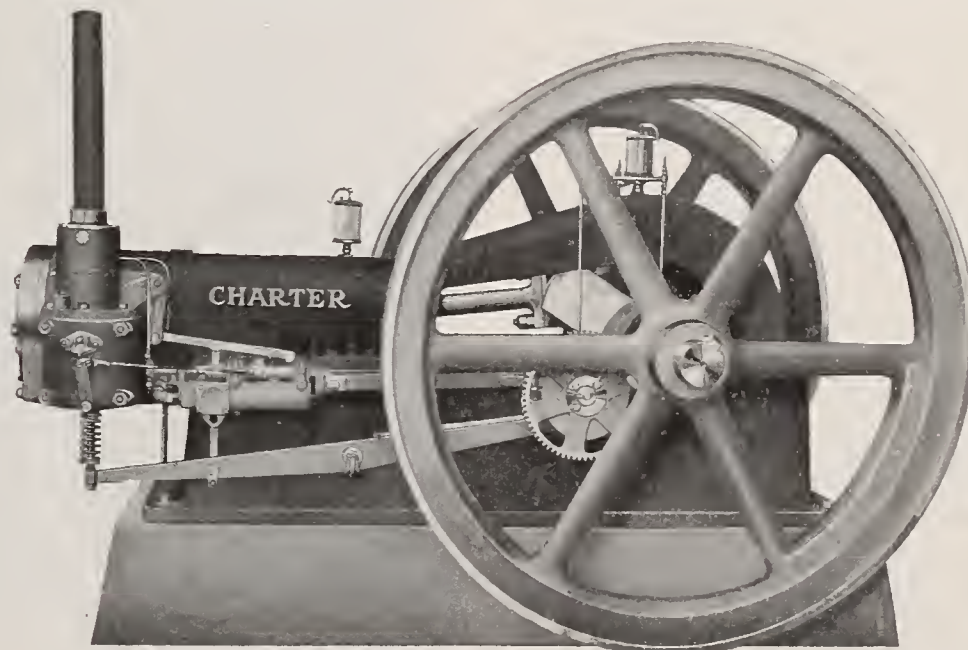
Mr. Cochrane called the meeting to order and said the object of the meeting was to find out what ob-

jections the farmers had, if any, to the present methods of trading in vogue among grain exchanges.

Mr. Crow stated that farmers recognized the necessity of a place where buyer and seller could get together. They had no objections to boards of trade, but were against trading in futures. There was no objection to trading where actual deliveries were contemplated, but the farmer did not want any gambling in his products as its tendency was to lower prices.

The principal speakers for the delegates were Mr. McCaull of Minneapolis and Mr. Arnot of Chicago. Mr. Arnot said that contrary to lowering prices, the effect of future trading was to advance prices. At the present time there are many buyers of wheat who felt that on account of damage to the growing crop there will be a shortage. They are buying in anticipation of the shortage, and this buying raised the price. The large crops of grain make it necessary for some men, or set of men, furnish the money to carry it and these men, in order to protect themselves against loss, are obliged to hedge against the transaction for future delivery. Every transaction made on boards of trade, Mr. Arnot stated, means the actual delivery of the stuff dealt in.

Mr. McCaull stated that if there were not a willingness on the part of some men to buy for future delivery the value of the farmers' products would be depreciated millions of dollars annually.



80-HORSEPOWER CHARTER GAS ENGINE.

The delegates and committee were guests of honor at dinner given at 6:30 by the St. Louis Millers' Club at the Mercantile Club. There were about eighty members of the Club present and Henry C. Craft, president of the St. Louis Millers' Club, presided as toastmaster. The speakers were J. L. Messmore, St. Louis; E. D. Bigelow, Kansas City; J. L. McCaull, Minneapolis; C. H. Seybt, St. Louis; M. W. Cochrane, St. Louis; J. C. Murray, Chicago; George H. Morgan, St. Louis, and S. P. Arnot, Chicago.

ATTACK ON ELEVATORS IN CANADA.

The prosecution of terminal elevator operators at Fort William for making incorrect reports of their receipts and shipments of wheat developed the fact that the out-turn was, from three houses, over 600,000 bushels No. 1 Northern greater than the receipts and a shrinkage of the lower grades. The houses were accordingly fined, as provided by law, and the fines were paid.

That, however, did not close the incident, the independent exporters using the affair as a basis of a demand upon the Warehouse Commission of the Dominion for an amendment of the grain act to require official registration of terminal receipts to prevent restraint of trade by terminal elevators which buy the stock of their own elevators; and to prevent the control of elevator facilities by forbidding the Canadian Northern and G. T. P. leasing their terminal privileges to private interests.

Correspondence solicited on grain trade matters.

LARGER SIZE "CHARTER" ENGINES.

The Charter Gas Engine Company of Sterling, Ill., built and put out for practical purposes the first internal combustion engine to use a liquid fuel instead of gas. The "Charter" in great numbers was in use several years before there was any competition in the gasoline engine field. The size of the gasoline engine has been increased from time to time, and much larger units are in practical use than were dreamed of in the infancy of this industry. The "Charter" of from 60 to 100 horsepower was put on the market to meet the demand for a heavier power engine of the horizontal single-cylinder type that would run economically, continuously and smoothly and still not require a more skilled engineer to operate than is generally found caring for smaller engines. While the main working parts do not differ, except in size, from those of a 20- or 30-horsepower engine, there has been added a number of refinements of the large producer-gas engines that add to the successful operation and which the engineer will fully appreciate.

The illustration is from a photograph of an 80-horsepower engine; and the following is a brief description of the features of this type:

The bed is made extra heavy; is strengthened by ribs at the points of greatest stress; has a wide oil-

trough extending around the base, which adds stiffness as well as gathers the waste oil, carrying it to a convenient drain pipe. At the crank end the housing carrying the main bearings is greatly stiffened by bringing the end of the bed and the apron up to a line even with the center of crank shaft. By this means springing of the main bearings is prevented, with a minimum of weight.

The main bearings are half-cylindrical machined shells, divided at 45 degrees with the line of explosion pressure. Oil grooves on the outer ends prevent oil working out on to the fly wheel. The lower half bearing can be removed by jacking up end of crank shaft slightly and revolving the shell out of its place. The connecting rod brasses are easily taken up in the event of wear; the crank end by means of liners; the piston end by wedge and bolt adjustment. A substantial crank-shield, carrying a sight oil reservoir of ample capacity, covers the crank shaft, connecting rod and open end of cylinder. Oil tubes with sight feed adjustment lead to the main bearings, crank pin and gear pin bearings. To allow the use of two grades of lubricating oil, a separate sight feed cylinder oiler is usually provided.

The inlet and exhaust valves, of the vertical poppet type, are both mechanically operated. The positive operation of the inlet, or suction, valve is an important factor in securing the maximum power, economy and smoothness of operation, being much superior to automatically opened valves. The exhaust valve is operated by a cam on the gear shaft, which carries also an eccentric for operating

the inlet valve igniter, fuel and water pumps. Vertical valves are used in both circulating water and fuel pumps. These can be inspected, cleaned or renewed by removing a cover on the side of the respective valve chambers. The circulating water is forced by the pump into the exhaust case, where the coolest water is needed for properly cooling the exhaust valve and stem. From the exhaust case the water goes through the cylinder water jacket and out.

The igniter is of the make-and-break type, has adjustment to take up wear on the points, and is removable by loosening two nuts. Either electrode is removable by means of a bicycle wrench, as there are no taper pins, but simply a clamp adjustment on the movable electrode.

The hit and miss governor of the centrifugal type is carried on the hub of the fly wheel, and operates on the exhaust valve, cutting out the fuel and air charges except when needed.

The liquid fuel injector is placed vertically over the inlet valve so that the fuel spray drops down to the combustion chamber. There is therefore positively a charge of fuel taken whenever it is injected into the inlet valve, by whatever means, for the mechanical lifting of this valve allows it to drop in of itself. This is of considerable help in starting. A feature of this device is that the liquid is throttled or regulated, not by a needle valve a short distance back of spray, but at the very point of its spraying into the downward rushing column of air.

A water injector for the introduction with the fuel of a fine jet of water, which has the effect of moderating the explosion to more of the expansion type, is another important feature in the successful operation, allowing of higher compression with its attendant economy and surety of operation.

Special attention has been paid to making these engines easy starters. An easily manipulated lever for throwing into action a compression relief cam and another for changing from early to late spark greatly relieve the drudgery of starting. While all "Charters" are regularly equipped with self-starting pump and match striker, with which one man can easily start the largest engine, it is possible for one man alone, taking advantage of the compression relief and late spark, to start by pulling on the wheels.

All the working mechanism is on the one side in easy reach of the operator. There are no rods or pipes inside the bed of the engine.

The guarantee covers the rated power of the engines, fuel consumption of a tenth gallon per horse power hour, and free replacement of defective parts for one year.

Write Charter Gas Engine Company, Sterling, Ill., for further particulars.

COTTON MANUFACTURERS ON OPTIONS.

In reference to the Scott Bill to prohibit transactions in cotton futures, it is interesting to note that the cotton manufacturers are by no means enthusiastic in behalf of the bill, and that they are equally skeptical of good proceeding from Attorney General Wickersham's attack on the cotton pool operating on the New York Cotton Exchange, President L. W. Parker of the American Cotton Manufacturers' Association, as to the last proceeding, saying—

I think it is most unfortunate that the government should intervene in the effort to protect those who have sold beyond their possession.

The Southern mills do not wish to see a decline in the price of cotton and the stand of the government is unfair. Apparently it originated in Wall Street, on the part of the bears, who have been selling to keep the price of cotton down, and who, by this investigation, wish to force Messrs. Hayne, Brown and others to show their hands, to find out their methods, their supply of cotton on hand and the like.

The Southern mills do not wish to see a decline in the price of cotton for two reasons. In the first place, to a considerable extent they have purchased cotton in the belief that the high prices prevailing during the fall and winter were more or less justified by the crop output. In the second place, they regard as exceedingly problematical what will be the size of the crop this year and what should be a legitimate price for cotton next fall. On the

exchange the prevailing price for fall cotton is now approximately 12½ cents; and so far as we can see this price should prevail in the fall. If through the selling movement on the part of the bears the prices for all deliveries are materially reduced, buyers of goods on the basis of the reduced prices of futures, whereas there is every reason to believe that an abnormal demand for cotton in the fall will keep prices sustained for the spot cotton at, and in all probability, above 12½ cents, even though the crop be large.

INSPECTOR GORDEN.

The new chief grain inspector of Kansas, D. R. Gorden, is a grain man "from 'way back." As long ago as 1870—forty years—W. B. Giles and D. R. Gorden formed a partnership at Abilene, Kan., under the firm name of Giles & Gorden, for the purpose of buying and shipping grain at Abilene and other points in the then "west end" of Kansas. As Abilene was then, or but recently had been, on the edge of the great cattle range, one may well imagine that this pioneer grain firm of central Kansas had to do "some skirmishing" at times to get grain. Their market town was Kansas City, to which they



D. R. GORDEN.

shipped before the present grain exchange, the Board of Trade, was organized.

The firm of Giles & Gorden continued for twenty-five years and did a large and profitable business.

Mr. Gorden thus brings to the inspector's office a practical knowledge of grain that chief grain inspectors do not always have; and he finds an office more or less renovated by his immediate predecessor, Mr. White; and there is hope that the Kansas department will now be able to enjoy the confidence of shippers and receivers to an unwonted degree.

DRY-FARM CORN.

Hog raisers in Montana, or those, at least, living near Billings, will plant this season a variety of corn said to have originated in Utah, called "Desert Corn." The seed is a small dent, that produces small ears but otherwise the yield is generous. The stalks rarely attain a height of more than 4½ feet, and bear from two to three well-developed ears. One of the most favorable features of the variety is that no suckers form at the roots of the stalks, and on account of this peculiarity the soil is not so rapidly exhausted as is the case in growing some of the varieties of "Squaw" corn, which has long been recognized as dry-land corn.

The corn has been tested favorably in the feeding lot, both with hogs and dairy cattle, the state making very good showing, and it is believed by those who are familiar with the corn that it will make one of the best and probably the cheapest food possible to grow in the non-irrigated regions.

Send us the grain news of your neighborhood.

[For the "American Elevator and Grain Trade."] PRESENT STATUS OF THE FREIGHT RATE CONTROVERSY AT PHILADELPHIA.

BY EDWARD R. SIEWERS.

After one of the most bitter and relentless contests for what they claimed were their just rights in import freight rates from that city to Chicago, the Philadelphia joint trade interests have forced the whole matter at issue up to a Federal tribunal, and by the time this number of the "American Elevator and Grain Trade" reaches its readers, the Interstate Commerce Commission will be the arbiters of the entire situation. This means that the Pennsylvania Railroad will not precipitate its cut-rate tariffs from Philadelphia, which were to be announced and take effect on and after May 12; and, further, that a legal battle royal will be had before this national board of arbitration, where will be heard in subtle argument some of the ablest lawyers of the land.

Philadelphia for nearly a year and a half has suffered much loss of trade as a direct result of the low rate on import freight at Boston, which was allowed that far Eastern port, with the permission of the Trunk Line Association. This was in reality the ruling cause of the rate war, during which the Pennsylvania Railroad met the cuts of the Boston & Maine, although in November, 1909, a truce was declared; and Boston retained its low rate over Philadelphia, pending a satisfactory settlement of the discrimination. From that time on, there have been repeated conferences without any tangible results, until special agitation and public criticism began against the Pennsylvania Railroad which forced the issue.

As it stands now, Baltimore, Boston, Philadelphia and New York and the executive committee of the Trunk Line Association, which practically represents all of the leading railroad companies, after many discussions and propositions, have agreed to agree to allow the Interstate Commerce Commission to readjust all import differential rates; and Philadelphia interests are claiming it as a great victory for that terminal.

It was the stubborn fight that William M. Coates of the Board of Trade, chairman of the Joint Trade Committee, and N. B. Kelly of the Chamber of Commerce, its secretary, made at every meeting of the various interests, that culminated in the peaceful and fortunate solution of this wide-reaching conflict, that for some time bid fair to entangle all of the four great Atlantic trade cities. What Philadelphia asks is fair play—a "square deal" and no favors, which is embodied in the summary of recommendations, signed by the chairman of the joint committee of commercial organizations on import freight differentials, and which was transmitted by him to the Pennsylvania Railroad and the Philadelphia and Reading Railway Companies on January 19, 1910, and these are to be its demands before the Interstate Commerce Commission at the hearing, to-wit:

The abolition of differential all-rail lines from the other North-Atlantic ports, as it is contended that Philadelphia has never had any differential all-rail lines.

The placing of Baltimore and Philadelphia upon an equality as to inland freight rates.

Recognizing that in fairness, Boston, Philadelphia, Baltimore, Norfolk and Newport News should have identical inland import rates.

Philadelphia is indifferent as to what freight rates, or as to what differentials, are accorded other North-Atlantic ports, provided that no such port or ports be given lower freight rates for identical services than are granted to Philadelphia.

Asking that the tribunal pass upon the equities of the situation growing out of the Boston and Baltimore controversy before the Interstate Commerce Commission.

The Trunk Line Association represents eleven of the leading railroads, and each one of the three ports of Baltimore, Boston and Philadelphia, through the chairmen of the joint trade committees, have pledged to abide by the decree of the Commis-

sion, no matter how it fixes the differentials.

The Commerce Commission will be fully informed as to the present status of the import rate dispute and the attitude of the three cities most interested and they will be asked for a fair differential judgment.

Incidentally, as the import and export trades of Philadelphia are in a measure dependent upon each other, considerable has already been said and published on the alleged unjust discrimination in freight rates by the Pennsylvania and other railroads in the handling of many commodities to and from the Eastern ports and against that terminal, Frank L. Neall, a well-known ship agent and prominent member of the commercial organizations, being very severe in a number of carefully prepared statements charging the Pennsylvania Railroad with methods inimical to the welfare of Philadelphia. The Commercial Exchange, through its transportation committee, composed of Chairman James L. King, Winfield S. Woodward, George M. Warner, Hubert J. Horan, E. Eldridge Pennock, Frank K. Miller and Milton F. Baringer, have been holding many heated sessions of an investigating court in the Bourse Building where witnesses have been examined, statistics furnished, and other documentary evidence presented from both the railroad and trade ends on the same question of import freight rates, with the view of ascertaining if Philadelphia was discriminated against; and as the briefs are now in, with the report presented, the board of directors will doubtless refer the whole subject to the Interstate Commerce Commission to be governed by the general decision of that tribunal.

It is the current opinion in the best informed trade circles of Philadelphia that this terminal port will be benefited by the final adjudication, though a *status quo* relation will be fixed by the Commerce Commission in regard to all of the contending ports, until the ultimatum is announced. The other seaboard cities are unequivocally standing pat on what they consider their equitable rights and privileges covering the inland freight rate issue and will gratefully accept any additional advantages that may accrue therefrom; and who in the wide world can blame them?

BUENOS AYRES OPTION MARKET.

Mr. Le Count, on returning from the Argentine recently, declared the Buenos Ayres option market a "godsend to the grain trade of that country." About the same date (March 7), the Buenos Ayres "Review of the River Platte" said:

Business in the Buenos Ayres option market continues to increase in a very satisfactory manner, but the lack of deposits is becoming more and more flagrant as month succeeds month. During the past week a difference of 40 cents has ruled between March and May wheat delivery, and nearly 50 cents in linseed. With proper deposit facilities such an extraordinary difference could not occur; for any dealer could buy strongly of the early month and at the same time sell for May, holding the grain for six weeks and realizing the difference in prices.

It is surprising that the larger firms, with storage facilities and large capital, do not follow this policy, for a profit is certain. At the present time it is impossible for the small dealer to operate on these lines, inasmuch as taking March delivery entails the payment of the whole value of the grain, an operation outside the scope of the great majority. With proper depots and the warrant system in force, whereby the very storing of the grain implies the return of 85 per cent or 90 per cent of its value, such differences as 40 cents between March and May become absolutely impossible.

We repeat what we have stated on occasions too numerous to mention; the Buenos Ayres option market rests on an insecure foundation, and it is the bounden duty of the board of directors to encourage the formation of reliable deposit companies empowered to issue warrants. Many seem to think that the whole aim and ambition of a futures market is to facilitate dealing in futures, whereas unless a sound basis is afforded, the system only lends itself to rampant gambling in options. North America demonstrates very clearly the evil of such bucket-shops, and it is to be sincerely hoped that full advantage will be taken by the experience of our northern cousins. What is urgently required is a cereal bank for the negotiation of warrants, and formation of two or three powerful deposit companies for issue of the warrants. From what

we have been able to gather, the railways would openly support such a proposition, and the task before the board of the option market does not seem as difficult as some would have us believe.

"WHEN GOOD FELLOWS GET TOGETHER."

If I knew you and you knew me,
And both of us could clearly see
And with an inner light divine
The meaning of your heart and mine,
I'm sure that we would differ less
And clasp our hands in friendliness;
Our thoughts would pleasantly agree,
If I knew you and you knew me.

—Nixon Waterman.

On the invitation of Geo. W. Cole, banker and grain broker, of Bushnell, Ill., the following gentlemen, grain dealers and millers, met recently at the Hotel Alexander at Bushnell and organized a local branch of the Illinois Grain Dealers' Association. There were present President G. D. Montelius, Sec'y Strong, Ass't Sec'y F. M. Powell, C. L. Grimsley, Swan Creek; Mr. Hunter of the Hunter Grain Co., Macomb; A. W. Ford, Scottsburg; E. E. Sapp, Sciota; T. S. Oliver, of Oliver & Liggett, Camp Point; S. E. Sharp, Warsaw; Mr. Butler, LaCrosse; F. E. Sharp and H. E. Roberts, Blandinsville; A.



GEO. W. COLE.

W. Wood of Jackson Grain Co., Galesburg; Victor Frehurg of Freburg & Tucker, Walnut Grove; Perry Williams of J. L. Williams & Sons, Colmar; G. G. Adams of Coulson & Adams, LaHarpe; G. Heiman of Warsaw Milling Co., Warsaw; Arthur Ford of Ford & Ford, Walnut Grove; Mr. Boden of Burnside Elevator Co., Burnside; J. E. Raymond of Geo. W. Cole & Co., Adair; C. W. Smick, Bardolph, and the following from Bushnell: Rev. J. W. Ferris of the M. E. Church; Leonard Brubaker of S. A. Hendee & Co., James M. Dill, J. C. Turner and C. A. Laux of Geo. W. Cole & Co., Thos. H. B. Camp and the host, Geo. W. Cole.

At 8 o'clock p. m. the party sat down to a banquet, of which the following is the

"It is a wise child that knows its own fodder."
Barley Soup
Fodder Damp Corn Experience Roots of Red Corn
Corn Fed Chicken Wheat Ribbons
Dressing
Irish Wheat Mashed Escaloped Corn
Grain Dealers' Delight
Light Sheaves of Wheat Lubricant
I. D. G. A. Salad
Frozen Extract of Corn Fed Jersey Concoction
of Gold Medal
Extract of Roasted Barley Cornsilk Pipes
Profits
Last Least
"Where ignorance is bliss it is jolly to be nice."

The table arrangement and the decorations were very clever. One side of the table represented the C., B. & Q. Railroad and the other side the T., P. & W. The place cards bore the names of the various stations from which the guests came. A fully equipped miniature railroad train, with electricity as the motive power, was running on a track placed on the table. The flowers were carnations. The ice

cream was served in the form of ears of yellow corn.

The "cloth removed," Mr. Cole as toast master introduced Mr. Thos. Camp, who represented the mayor, who said of Bushnell and the host of the evening: "We are proud of Bushnell. We who live here think she is the gem of the prairies. That it is better here than anywhere else. We are in the center of the great corn belt. Illinois contains more productive territory than the same area anywhere in the world and Bushnell is in the center of it. I am proud of her people. Our welcome to you is royal. I have known George Cole a long while. I knew his father, James Cole. He worked for himself and his community. He did many good things for this town and he made many additions to it. There is Cole's first addition, Cole's second addition and last but not least there is his son George who is endowed with great ability and push and who does things in this world. I am not particularly acquainted with your business. I used to be in the newspaper business and I then knew everybody's business. I am now a lawyer and I don't pay any attention to anybody's business unless they pay me for it."

Toastmaster Cole then said in substance, that he was very glad to meet so many of his old friends. He had tendered the banquet for two reasons: one as a compliment to the dealers with whom he has been associated as a grain broker; and the other was to organize a local branch of the Illinois Grain Dealers' Association. There is an advantage in having a community broker handle the selling end. In the eastern part of the state there are many such brokers and the dealers, and the farmers are making more money there. "There is no reason why you should not have the very best facilities in the southern half of the Military Tract, which I represent," said the speaker. "We have an excellent state association to look after our interests, but we are scattered over the state and are too far apart and not compact enough. We must have good fellowship. We need local organization. The territory about Bushnell has never been able to get together right. Now is the time to get busy. We must organize,—not to rob the farmer or anybody else, but to benefit the farmer and ourselves. A plan is under way to obtain a uniform inspection of grain. By union we will be able to obtain better railroad facilities. We should organize to protect not only ourselves but the farmer. The grain dealer is the farmer's angel friend. He is constantly looking for a place to get the highest price. All a dealer is entitled to is an honest profit for handling the grain. We should form a permanent local organization and meet and discuss the grading and storing of grain and the establishing of a margin. The organization should not be a secret one. It should be public. The producer should be taken into our confidence and work in conjunction with him."

The officers of the Illinois Association present explained the aim, purposes and methods of that body; and when all had had a good time, the organization followed.

Mr. Geo. W. Cole, the host and leading spirit of the meeting, whose portrait appears herewith, is a native of Bushnell, where he was born on March 25, 1870, and in 1903 he succeeded his father, Jas. Cole, in the grain business there. The latter was one of the early pioneers in the grain business, having been a grain buyer for nearly fifty years, operating under the name of J. Cole & Co. He was a self-made man. Having started with practically no capital, he became one of the best known and largest dealers of that section. He was not an educated man, and believed that every man should make a success on his own merits. He treated his children in a business way, the same as he would treat any other business man, and required them to build up their own business and make a success absolutely on their own resources without financial help from him.

Geo. W. Cole was, therefore, practically horn and raised in the grain and banking business, but he spent ten years as a resident of Chicago, during which time he was employed in the banking business. He returned to Bushnell in 1898 to take

charge of his father's business, who was then 75 years old. Since that time he has succeeded his father in both the grain and banking business, and has increased his stations to three, the others being at Adair and Walnut Grove.

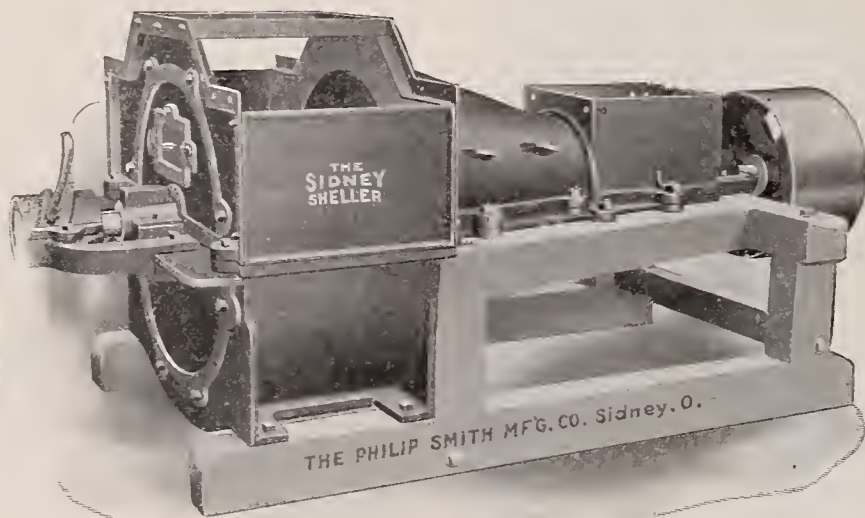
Mr. Cole is a member of the Chicago Board of Trade and of the Merchants' Exchange of St. Louis and is employed as a broker by various firms in Chicago, Peoria, Cincinnati, Louisville and Baltimore.

Mr. Cole is a "self-confessed crank" on system, and prides himself on doing an extensive business with a small number of employees. He is an enthusiast on trade organizations, as he believes this is an era of organization in all lines of business, and that the grain dealers, while they have an excellent state association, must form themselves into local groups on the same plan as the Bankers' Association is organized, of which also he is a member, so that local matters can be taken up and handled intelligently for the best interests of the business.

"THE SIDNEY LINE."

"Success dogs the heels of him who makes a thing a little better than it has ever been made before."

The Sidney Corn Sheller and Boot combined requires no hopping to boot and no fan to discharge grain to boot, the grain being discharged direct from



THE SIDNEY CORN SHELLER.

the sheller to boot, the latter forming a part of the sheller. All bearings are babbitted with the very best Babbitt. The end plates are removable, making interior of boot or sheller easily accessible in case of accident to machine or choke up in elevator. All shelling parts of the shelling surface are chilled, insuring durability. The same statement applies to all Sidney Corn Shellers.

Another machine which The Philip Smith Mfg. Co. of Sidney, O., has recently added to "The Sidney Line" is the Sidney Dustless Warehouse and Elevator Receiving Separator.

This machine is especially adapted for grain warehouses and elevators for cleaning wheat and other grains. The feed to this machine is the full width of screen or machine, spreading the grain as it enters and giving the suction from the fan the very best air aspiration possible, there being a valve in the entrance box regulated by the feed to spread the grain. The air can be regulated at the entrance and discharge of machine. Every machine in "The Sidney Line" has the advantages of the best screen and sieve separations.

Dust and light particles are carried off by the air-suction, while the grain falls to the scalping-shoe, where it passes through to the main screen, leaving the straws and coarse materials to fall over. This main screen extends the full length of the machine, giving a double screen surface, and from it the grain passes to the cockle screen which passes through small particles, seeds, etc., and tails the grain over in a thin stream into the discharge leg, where there is another air separation.

Further information will be given on application to the company as above.

Correspondence solicited on grain trade matters.

[For the "American Elevator and Grain Trade."] REMINISCENCES OF AN OLD TIMER.

BY ONE BEHIND THE SCENES.

Few persons outside the Board of Trade of Chicago, or those connected with the group personally engaged on one side or the other of the great corner of wheat, known to the world as the "Leiter Deal," know or would suspect the vast interests involved in that great speculative campaign. First, let the writer, who was then in a position to look over the entire field, being "one of the cogs of the great wheel of commerce," to use a favorite expression of that great operator, the late Portus B. Weare, name some of the actors of the great drama.

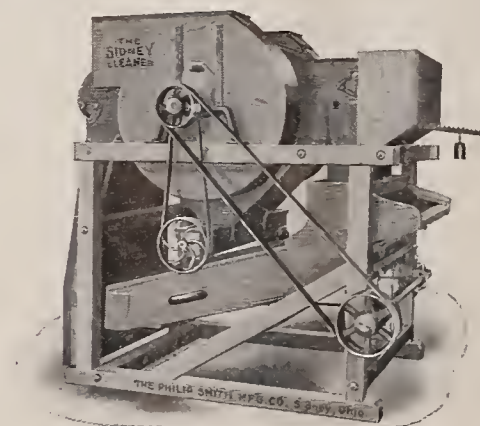
First, there was the hero—Joseph Leiter, son of his father, with his father's millions at his disposal, and with an itch for renown if not more money, and to whom the old adage in the American game, "Make your money win," appealed. Among his advisers were John W. Gates and other "financial kings" on 'change. Looking over the visible supply of grain, wheat interested them. It was found that with the millions at the command of Mr. Leiter, the entire crop of No. 1 Northern wheat might be bought up and No. 1, or "contract wheat," cornered and the price put where they wanted to put it. Millions could be made, and incidentally Mr. Leiter would win an international name for himself as a

rate was 2½c. for the first ten days and ½c. for each additional ten days on each and every bushel of grain, except on rejected grain, for which the rate was doubled. The ordinary rate would average 3½c. per month per bushel. The firm carried as much as five million bushels storage capacity, so when fairly well filled the house receipts would be about \$175,000 a month, a goodly profit. This was in the old days, a few years after the Chicago fire, since which date the rates have been reduced to less than a quarter of this amount. A regular elevator in Chicago now, without a cleaning house to supply it, can earn but little in comparison, as grain does not come to Chicago for storage but is largely brought for cleaning purposes and merchandizing. All the grain in the West and the Northwest in the old time had to come to Chicago—there were no storage elevators elsewhere. From Chicago it went by vessel to Buffalo, thence was transferred to canal boats and sent down the Erie Canal to the Atlantic Seaboard. Duluth and Minneapolis now have more storage room than Chicago. The grain of the Northwest goes direct by rail through from the West cheaper than it can go via Chicago, even from points less than one hundred miles west and a requiem can be said for the Chicago grain trade as it affects the regular, or storage, elevators.

This superintendent, or operator of the regular grain elevator, concerned in this story, had filled all positions from office boy to superintendent. He knew all the grain elevator people, all the state grain inspectors, private inspectors, vessel agents, tallymen, trimmers, etc. He knew the calibre and capacity of each; and from constant intercourse with them he knew how to please each of them and about how much they knew about grain—for he had to study human nature; he knew his elevator; was on the ground when it was being constructed from start to finish; knew every bin and what each contained; knew the condition of grain, and every piece of machinery in the building was familiar to him; he knew his crew of trained men and the men knew him; hence the entire machinery went like clockwork.

The grain elevator covered about an acre of ground; was 150 ft. high, had 360 bins that averaged 5,000 bushels' capacity each; had 22 elevator legs, each handling 6,000 bushels, or a total of about 130,000 bushels each hour; had a marine elevator for unloading canal boats, vessels, etc.; had three railroad tracks inside, holding ten cars each, 30 cars being placed in the house at one time; the engines and boilers generated 1,000 horsepower—a great plant, costing about a half million dollars.

The state grain inspection department of the state of Illinois was also one of the actors in the drama, the employes of which were then appointed to office at the suggestion of the politicians as a re-



SIDNEY DUSTLESS RECEIVING SEPARATOR.

ward for party work; and a change of politics made a change in the inspection force. "Turn them all out except Smillie," was the war cry.

When the play opened, it did not take long to find out that Mr. Leiter was going to try to corner the wheat crop, and the price of contract wheat advanced. Then it was that the grain men, Portus B. Weare, Armour & Co., and others, saw what Mr. Leiter did not see, to-wit, that while he had money enough to buy all the visible supply of No. 1 Northern in Chicago and the Northwest, there was ten times as much low grade wheat that could be pur-

great financier and the "Wheat King." So the great "Leiter Syndicate" was formed, and the great wheat deal put under way by buying contract wheat.

Portus B. Weare was one of the men who played the game against Joseph Leiter and sold contract wheat. He had been a fur trader with the Indians in the great Northwest, a produce and commission merchant on South Water Street, an organizer and operator of the Yukon Transportation Co., and the man who had opened up the Alaska gold fields and was practically owner of all the vast interests in Alaska. He was also the originator and head of the English syndicate who purchased the Munger-Wheeler Elevators (ten) at a cost of over \$5,000,000, and formed the Chicago Terminal Elevator Co. Mr. Weare was the second great actor in the Leiter drama, as operator of the cleaning houses which cleaned, scoured, mixed and graded wheat to be delivered on contract to the Leiter syndicate. With him in the same game of finance was the late P. D. Armour, the head of the great house of Armour & Co.

Another leading character in the play was the superintendent in command of the operations of the grain elevator that handled the wheat sent from the cleaning houses and delivered the same to the Leiter Syndicate—the P. B. Weare Elevator—although all the regular storage houses were in the deal. This superintendent had started in the grain elevator business as office boy with the Vincent & Co. syndicate, comprising the firms of George Armour & Co., Munger-Wheeler Co., Murry Nelson, E. B. Stevens, George M. and R. S. Hough and others who controlled the grain elevator business in Chicago at that time.

It was once a great business—then a great combine and a gold mine for its members. The storage

chased at from 40 to 50 cents per bushel and cleaned, mixed and, under the state grain inspection rules, made No. 1 Northern, or "contract wheat." If Mr. Leiter was going to corner wheat, he would certainly have to buy all of this; so, instead of rushing into the Northwest to buy No. 1 Northern at a high price, they started in to sell "contract" and make it of low grades. Their program was: Make as much as we can and as quickly as we can and sell Mr. Leiter wheat that costs us 40 to 60 cents per bushel at the advanced contract price as long as he has money to buy it. They saw it was only a question of time until what money the Leiter group had to spare would all find its way into their pockets; but they all talked as if Mr. Leiter had them "short," and kept on selling cash grain or futures just the same. They bought the cheaper wheat all over the Northwest and rushed it to Chicago to their cleaning houses, and from thence passed it cleaned to the regular elevators, where the receipts were issued, registered and delivered to Mr. Leiter in exchange for cash. In fact, Mr. Weare and Armour & Co. had all the steamships plying between Chicago and Duluth chartered and all the railroads blocked with wheat billed to Chicago.

Finally Mr. Leiter and his manager began to see what they had overlooked, and found it was in a losing game: with even ten times the amount of money he had figured on, he could not expect to win out.

Something had to be done and done quickly; so the syndicate got together and came to the conclusion that they must get this manufactured grade of Northern 1 as passed by the state inspectors knocked out. Mr. Leiter brought experts from Minnesota to prove that the wheat inspected as No. 1 Northern by the state of Illinois was not Northern wheat but a mixture of any old wheat with only a small proportion of hard wheat mixed in to pass inspection. The matter was taken up with the Governor of the state, who was shown the real Northern wheat. The state inspection department was called on, and the expert from Minnesota with Mr. Leiter and others attempted to prove that this grade made by the state inspection was no better than No. 3, but Mr. Smillie, the final authority of the department, claimed that the grade made by the state as No. 1 Northern had nothing to do with the same grade as made in Minnesota; that the grade had been made by the state and the regular elevators were full of grain so inspected; and he could not go back on what his men had inspected. He stood pat, the grade had to stand, regardless of Governor and all the rest.

Various other efforts were made to stop the flood of wheat into Chicago and to prevent delivery of the mixed stuff when moving wheat out of Chicago elevators; but all to no purpose—the grade stood. And right there a fatal blunder was made by the syndicate. They began to sell abroad and to ship out the grain. Mr. Leiter should have refused to ship a pound. He had the elevators practically full and blocked; and one cannot put more grain in the regular elevators after they are full any more than you can add more to a full barrel of water. But as soon as he began to ship, Weare and Armour would again fill up the space left vacant by the amount withdrawn from store and tender him the receipts. The end could be seen plainly enough.

FUTURE TRADING NECESSARY.

The remarks of George W. Shepard, representative at Toledo of E. W. Wagner & Co., before the recent Ohio State Millers' convention at Columbus are attracting some attention. Mr. Shepard presented some very positive ideas regarding the absolute necessity of trading in futures, for the economical handling of the enormous grain crops of the country, and the fallacy of any attempt at interfering with this necessary part of the business of merchandising grain by uninformed and adverse legislature, which can only result in disaster to both the producer and consumer. He maintained the absolute necessity of open markets in grain free to every one, as in all other commodities, and held that the law of supply and demand would al-

ways eventually regulate values, the so-called "corners" invariably punishing any one with disaster who attempts to run values contrary to law, as witness the Joe Leiter deal and many others.

Mr. Shepard is a writer of recognized ability on this subject, and while at Minneapolis wrote the article against the Washburn anti-option bill that Senator Viles used with telling effect in his argument against the bill, aiding in its defeat.

H. B. ALLEN SICKEL.

We all like the "booster"—the man who lifts us out of ruts, who makes new opportunities and creates new industries, who "plants strange fruits and sunshine on the shore," who builds new towns and revives old ones, and makes "the coast alluring."

After alfalfa, one can hardly recall any farm product, more exotic or foreign in its nature, popularly so considered, than rice. True, Americans have been growing in the Carolinas for generations, but until it was discovered that rice could be profitably grown on the Gulf Coast lands, rice culture had



H. B. ALLEN SICKEL.

been considered an industry peculiarly the province of Asiatics. The past two decades have disabused the public mind of that fallacy. More surprising, however, than the success of the Louisiana and Texas rice planters is the discovery that the valley lands of Arkansas are quite as adaptable to rice as the Gulf littoral, and in some respects they are more desirable, in view of the apparent absence of traces of alkali in the soil of some parts of the Gulf Coast, the influence of which the system of irrigation has a tendency to aggravate. Perhaps, however, the valley lands of Arkansas may yet find their rival in the great Yazoo Valley of Mississippi, which has already demonstrated its ability to grow large yields of rice as well as cotton and corn.

In the meantime Arkansas is in the eye of progressive rice men, and Stuttgart is in the center of the pupil; here the industry of the state is rapidly concentrating, and from Stuttgart the "radio-activity" of rice proceeds. Among these forces we find H. B. Allen Sickel, whose portrait appears herewith. Mr. Sickel for a number of years owned and operated the Sickel Rice Plantation at Louise, Tex., after selling which he became secretary and manager of the Farmers' Mill and Storage Company of Ganado, Texas. On going to Stuttgart where there seemed need for his knowledge of and experience with rice as grower and handler, he organized the information bureau recently established at Stuttgart by Layne & Boyler Company, manufacturers of irrigation pumps, with general office at Houston and branches at Stuttgart, Welsh, La., and El Campo, Texas.

During the past few months Mr. Sickel has been consistently advocating the advisability of the erec-

tion of rice elevators in Arkansas for the handling of rice in bulk; and it is pleasing to note, says the Arkansas State Rice Journal, that his efforts in that direction, in behalf of the rice farmer, give promise of bearing fruit. On April 9th rice planters in the vicinity of Almyra met at that place and after listening to a plain, practical and convincing presentation of the advantages of the elevator system, proceeded to effect a temporary organization and appointed a committee to investigate the probable cost and necessary steps to be made incidental to the erection of an elevator at Almyra. At the last meeting of the Arkansas State Rice Growers' Association a similar committee was appointed to investigate the advisability of organizing a stock company at Stuttgart for the erection of an elevator or warehouse.

Mr. Sickel is an enthusiastic supporter of the elevator system in preference to the warehouse plan and apparently is "loaded to the brim" with arguments of a convincing nature in favor of the elevator compared with the sack system of rice storage. In his contention he is supported by strong statements from his former home, Ganado, Texas, where the elevator system has demonstrated its superiority over the warehouse plan. Mr. Sickel thinks Arkansas is rapidly falling into line and that it will be but a very short time until elevators will be seen all over the rice section of that state.

CORN SPECIAL AUDIENCES.

While it is said that at one station "out west," visited by a seed train lecturing party during the past winter, not one farmer responded to the invitation to "come and learn something," nevertheless the rule, all over the country visited by the lecturers, both east and west, was large audiences. The Iowa specials, according to Prof. G. E. Stayner of Ames talked to 150,000 people. The trains visited 59 out of 99 counties in the state and made about 250 stops in towns and villages.

During the last two weeks of the trip Professor Stayner says the specials attracted crowds of 3,500 to 4,000 every day. Lectures and demonstrations were given in from ten to twelve towns a day and the lecture cars were crowded for every meeting. During the five weeks of the work 100,000 pamphlets on seed corn testing were distributed.

This work of education along the line of intensive farming is in decided contrast to the results accomplished the previous year, when the short courses reached less than 6,000 farmers of the state.

A "Better Farming Special" is to be sent through Montana by the N. P. in June, starting at Wibaux on June 20 and working westward to Heron, where it will arrive on July 3, a trip 1,346 miles long. The train will be under the direction of the State Agricultural College. There will be five or six cars in the train, with an observation car for rear-end lecture platform. One car will contain the farming implements referred to in the lecture; another will contain a display of seeds; another the appliances used in animal husbandry; another will illustrate horticulture, etc. About twenty men will be on the train. J. M. Hamilton, president of the College, F. B. Linfield, and R. S. Cooley, will give the general lectures; Prof. R. W. Clarke, H. P. Griffin, R. C. Jones, W. F. Schoppe and W. J. Taylor will talk on animal husbandry; the lectures on agronomy and seeds will be given by Profs. A. A. Atkinson, H. F. Patterson and W. W. Spain; while Prof. O. B. Whipple, D. B. Swingle, R. A. Cooley and M. L. Dean will deal with the discussions pertaining to fruits and vegetables, and bacteria and insects in their relation to the farmer. There will also be on the train visitors from the state, reporters for the state, local and agricultural papers, and possibly some of the railroad officials. Each stop will cover a period of about two hours.

The "Daily Trade Bulletin," the official paper of the Chicago Board of Trade was 43 years old on May 1. The paper is the one absolutely impartial trade journal of the world perhaps—reporting facts only, and everywhere recognized as a final authority.

[For the "American Elevator and Grain Trade."]
**A COMPARISON OF WESTERN AND
 SOUTHERN FOOD CROPS.**

BY N. L. WILLET.

Not enough stress has been given, it seems to me, to the superiority of food products grown in the South as compared with these same products grown in the West. Because these Southern products have the superior quality, they bring in the South, as compared with the East, a higher price. The Southern farmer can get more for his products as grown by him than can the Western farmer. This possibly is a reason why the South today is more prosperous than the East, West or North, as was said publicly the other day by President Taft.

FRUITS.

The Florida orange is worth double the California orange; the Georgia peach is infinitely better than the California peach; and while the Northwestern apples are the most beautiful fruit of their kind ever seen, yet they are tasteless and insipid as compared with many of our apples grown in the South. They cannot compare with the apples of Virginia, or even of northern Georgia. The water melons of the South are much superior to those grown in the West. While the Irish potato is one of the great crops of the Northwest, yet these Northwestern potatoes are soggy, ill-shaped, and far inferior potatoes, eatably speaking, compared with the second-crop potato of the South. The second crop potato as planted here in Georgia in July or about August 1, makes a firm, solid potato that has no superior as a good keeper and as an eating potato. It is a good eater far into the spring, and is never soggy.

CORN.

The Western method of gathering corn is quite different from that in vogue in the South. The West takes an unripe stalk, cuts it and shocks it in the field. The corn ear is never fully developed. A large amount of nutriment that ought to go into the corn ear, and so make the perfect corn, is left in the stalk for stover. Chemically speaking, this immature corn is what we might call "minus corn." This "minus corn" of the West is today largely (20 per cent) water. It is so imperfect that much of it will not germinate. Its moisture content is so heavy that there is great danger of losing the whole in shipment through fermentation damage. Meal, grits and chops made of this "minus corn" are matters full of danger to the eaters. This "minus corn" kills its thousands of mules every year in the South, and seemingly is the cause of pellegra.

On the other hand, corn in the South stands in the fields until possibly the middle of November, and the stalks are not used. The corn ears are fully matured. It is corn, not "minus corn." This Southern corn fetches \$1 per bushel in the barn in the ear, and sells far more readily than does the Western corn at 80 cents. The South has learned, too, that for seed purposes her native corns are far superior to seed corns from Indiana or the Middle West.

OATS.

The Western white oat is a small oat, mostly chaff, whose grain is scarcely one-half the size of the fat, heavy Southern oats. The Western oat does not serve at all in the South for seed purposes. The Southern oat will always bring from 5 to 10 cents per bushel more than the Western oat.

HAY.

Timothy hay with its one or two cuttings is the stand-by in the North and West. It is sweet in its odor, but its feeding value according to analyses is small. There is not a hay in the South that is not considerably more nutritious. Our vetch, pea vine, soy bean, and velvet bean hays contain something like three times more protein than this timothy hay. All these so-called hays are leguminous crops and are soil enrichers, which is not true of course of timothy. Our vetch fields are also largely Johnson grass fields. We cut the field three times per year. Johnson grass hay, though rough, is just as eatable as timothy and contains nearly 50 per cent more protein.

The South contains an absolute wealth of forage

crops, unknown largely, and certainly unused, by the West. Mississippi is growing large amounts of alfalfa; and it has been found that it contains 20 per cent more nutriment than does the best Colorado alfalfa. In Louisiana tremendous amounts of Japan clover hay—a most nutritious hay legume—is grown. The planting of Spanish peanuts—the peanut used for human food and the top for hay—has received in the past two years a tremendous impetus. No hay is more nutritious than this peanut hay. The hay crops of the South have an immense future, and there is not one on the list, so far as I know, that is not superior to the Northern-grown timothy.

R. S. SHAW.

Although "agriculture" has been formally called a science for many years, and although the foundation of some of our best agricultural journals dates back to the primitive era of the Republic, it is still a noteworthy fact that a very large number of our really scientific farmers—the men who hold the professorships and are at the head of the experimental stations—are quite young men. The reason



R. S. SHAW.

is not hard to find: to all intents and purposes the science of agriculture is new; that is to say, it has just come to be recognized as a science by those who are most interested in it—the farmers.

Among the individuals included in this classification of young men we add to our gallery of "who's who" in this department of productive industry Mr. R. S. Shaw, director of the Experiment Station of Michigan. Mr. Shaw was born in 1871 and reared on a 520-acre stock farm in Winterworth County, Ontario, Canada, located about fifteen miles from the city of Hamilton, Ont. Graduated from the Ontario Agricultural College, he received the degree of Bachelor of Scientific Agriculture from the Toronto University in 1893. He had already assumed the responsibility largely for the management of the farm which for several years prior to his graduation had been directed by him, and he continued to manage the same until 1897. The "Riverside Stock Farm" was devoted largely to the breeding of Clydesdale horses, Shorthorn cattle, Shropshire sheep and Berkshire and Yorkshire swine.

Part of the winter of 1896 he spent in instruction work at the Agricultural School of the University of Minnesota at St. Anthony Park. Following the year 1897 about five years were spent in Montana in the position of professor of agriculture at the College at Bozeman and as agriculturist of the experiment station at the same place. Most of this time was spent in an endeavor to stimulate the development of the agriculture of a new state; and

we may say his labor was not in vain when we consider what that state is now doing.

Mr. Shaw received the appointment as professor of agriculture at the Michigan Agricultural College in September, 1902, and was appointed Dean of Agriculture in the fall of 1907. To this position that of Director of the Experiment Station was added in March, 1908.

ABOUT ARGENTINE REPORTS.

Consul-General Fernandez at New York is quite vexed at the statements made by Geo. M. Le Count on his return from Argentina—among other things that, "The government crop report is doctored and shaded to suit the big exporters and is not worth reading because the system of gathering data is a joke;" "everywhere there is graft," etc. Consul Fernandez thinks this a very unfair as well as inaccurate statement. He says:

In truth, it cannot be conceived that a country of 11,000,000 people, governed in disorder by grafting officials, with scarcely six million of inhabitants, could have been able to accumulate in only ten years more than \$200,000,000 in gold coin counted one by one, and to have transacted in a single year, in its import and export commerce operations amounting to more than \$700,000,000.

One is afraid that Senor Fernandez has already absorbed too much of the questionable habit of certain Americans of estimating men's moral standards and characters by the size of their fortune. It is interesting, therefore, without presuming to defend Mr. Le Count (for whom we hold no brief, and with whom we have no personal acquaintance), in the cause of truth, to refer to an extract from "The Times of Argentina," entitled "Rival Account of Argentine Shipments," dated February 4, 1910. Our antipodean contemporary says in part:

The Centro de Acopiadores is an institution that is doubtless of inestimable advantage to grain dealers in Santa Fe, but when it comes to criticize, explain and investigate matters relating to statistics, it allows partiality and ignorance to distort its views, thereby causing a certain amount of distrust in the figures supplied. On February 6 it indulged in a lengthy diatribe against the Statistical Office of the Ministry of Agriculture because of the optimism in its estimates of cereal production. It points out that the Office should rather err on the pessimistic side, for agriculturists would thereby procure higher prices for their produce.

Now that is just what Centro does. It is an institution almost entirely supported by dealers, whose interest mainly lies in driving prices upwards. In criticising the Statistical Office for its optimism it loses sight of the fact that it could just as surely be charged with pessimism, and for our part we should say that the Ministry of Agriculture's linseed estimate is far nearer the mark than that of the Centro. The latter states that it considers the Ministry's early guess at maize production ridiculous, and invites the authorities to explain on what they base their calculations. Inasmuch as the circular goes on to insist that the 1910 production will be no larger than that of 1909 the Ministry could just as fairly turn round and ask on what basis that calculation was made. Both can be nothing else than blind guesses.

But it is when the institution gets on the investigating tack that our admiration for its methods begins to bud. Our readers will recollect that a fortnight ago we drew attention to the heavy difference between our own linseed export figures and those of certain competitors. The difference evidently excited comment in Rosario, and the Centro was asked to investigate. Its method of investigation should be recommended to the detective force. A note was written to Comtelburo, Ltd., who naturally answered that its figures were right and the others were wrong, whereupon the letter was circulated as adequate explanation, and the manager now plumes himself, evidently on his acute powers of investigation. For simplicity of method combined with a knowledge of what to do in an emergency, commend us to the Centro de Acopiadores. We own ourselves wrapt in admiration for the manager's perspicacity.

In spite of a fear of wearying our readers with a repetition of old statements we intend clearing up the matter of these differences in system and figures once and for all. We do not consider grain as exported until it has left the country. We opine that the whole aim of the compilers of cereal export statistics is to give European and other markets an idea of the amount of grain which will arrive at consuming centres in a stipulated period, say thirty days. Steamers load at up-river ports and complete at B. A. or La Plata. Say twenty steamers follow this procedure in a given week, their half cargoes will be tabulated by Comtelburo

and others as grain exported and due therefor, to arrive in Europe thirty days hence; whereas it is quite on the cards that consuming markets will not receive the grain for six or seven weeks. In the letter from the Comtelburo to the Centro the following remark is made:

"On many occasions it will happen that a steamer which has loaded half its cargo up-river will not be able to arrive in Buenos Aires or La Plata to complete for a fortnight, owing to having grounded or having been forced to wait for a rise of the river. The cargo which that steamer has on board has, nevertheless, definitely left the country, and should figure as exported just as if the steamer had in reality sailed."

We cannot follow this sort of argument. The cargo has not left the country, and therefore cannot by any stretch of the imagination be considered as on the voyage to consuming markets. The contention adduced is absolutely untenable from a common-sense point of view. The Comtelburo states in the letter that our figures have been wrong on various occasions. We do not pretend to infallibility, but we would point out that we give every opportunity to those interested to detect errors, and we are always pleased to receive any correction. Furthermore we issue our figures daily, by means of our circular "El Cerealista," and the labour and expense is thus largely increased. By this daily publication we give merchants the facility of calculating beforehand the week's figures, which are telegraphed to all the leading cereal markets of the world, an advantage they have been quick to realize. Comtelburo issues a weekly export table without giving an idea of its basis of calculation, a system which enables guesses to be made at probable shipments which can be corrected in the next issue, that is, to a certain extent. A shipper interested in increasing the linseed figures for market purposes can say—"Well, I have the steamers A. B. and C. loading, and likely to finish tonight; they will probably carry 10,000 tons linseed." This is considered splendid first-hand and early news, and the round figure is added to the total. Our method absolutely precludes this guess-work arrangement.

People in glass houses are generally advised not to throw stones, and when expounding on the fact that our figures were unreliable, for which many thanks, Comtelburo should have taken great care to have been in a solid position itself.

And so on, all of which does not really do much to strengthen one's confidence on Argentine statistics from almost any source.

BISULPHIDE OF CARBON AND THE FIRE HAZARD.

The following correspondence is self-explanatory and will prove interesting reading to those who contemplate the use of fumigants in mills and ware houses:

Lansing, Mich., March 17, 1910.

Mr. Edw. R. Taylor, Penn Yan, N. Y.

Dear Sir:—The use of carbon bisulphide in flour mills and elevators for fumigation purposes interests us because of its well known explosive nature; yet the fact remains that very few fires have been reported to us originating from the use of the material. It occurs to me that the instructions prepared and sent out by you with every shipment of Fuma must be very effective, and I would greatly appreciate your courtesy should you be able to send me a small supply for distribution from this office when inquiries regarding the material are received. Thanking you in advance, I remain,

Very truly yours,

L. H. BAKER, Asst. Secy.

Penn Yan, N. Y., March 25, 1910.

Michigan Millers' Mutual Fire Insurance Co.,
Lansing, Mich.

Gentlemen:—Thank you for your very interesting letter regarding the use of bisulphide of carbon for fumigating mills. The old saying "The test of the pudding is in the eating," is verified in the experience in the use of this article.

I have supplied Fuma for fumigating mills since 1887, and in all that time but two or at most three cases of fire resulting therefrom have been reported to me, and in one or two of those cases the proprietor stated definitely that it was the result of their own carelessness and entirely uncalled for.

I take pleasure in sending you my special sheet of instructions for use, also my principal pamphlet sent to millers either when they order or when they inquire for information, and call your especial attention to page 60 which relates specifically to the subject in hand. You will also notice all through the pamphlet references intended by the writers of the articles to emphasize the importance of care in these respects.

Again I thank you for the sensible view taken by you as evidenced in your letter.

Yours very truly,

EDWARD R. TAYLOR.

Experiments undertaken by the Government some years since showed that the danger from the use of bisulphide of carbon was very much exaggerated and that it could be safely used as a fumigant with proper precautions.

ROBERT McCOLLUM.

Canada as well as the United States is indebted to the "Old World" for not a few of the men who must be regarded as the leaders in industry and industrial management. They come to the front everywhere to show the perhaps slower motioned "home folks" that "opportunity" stands in the market place waiting for those who welcome her.

In the present instance we have a young Irishman of Fort William, Ont., named Robert McCollum, who performs an essential part in the movement of Western grain through that important port, in the capacity of superintendent of grain trimming on board the carriers of the Great Lakes. Born in Dublin, Ireland in 1866, Mr. McCollum came to America at the age of twenty-one and settled at Toronto, where he was employed by the Electric Street Railway Co., until he went west to Fort William in 1890. There he secured employment as a grain trimmer, under foreman John McAvey. Being both energetic and industrious Mr. McCollum was soon promoted to be foreman of the grain trimmers at C. P. Ry.'s Elevator "B." While in this position he displayed an ability which soon distinguished him as one of the most skillful grain



ROBERT McCOLLUM.

trimmers of the lake ports; and being possessed of an honest, fearless and independent disposition he soon won for himself the confidence of his employers and their employers alike, and after the death of John Carney, the former superintendent of the grain trimming there, Mr. McCollum was unanimously chosen by the Grain Trimmers' Union of this post to fill the vacancy caused by Mr. Carney's death. This action was heartily approved of by the Canadian Lake Shippers' Association.

Mr. McCollum for the past three years has been president of the Grain Trimmers' Union at Ft. William, and was instrumental this spring in securing a three-year contract from the Canadian Lake Shippers' Association. He is personally acquainted with almost all the captains of freight boats on the Great Lakes. His task is an arduous one, as he has to superintend the loading of grain at fourteen elevators, some of which have a capacity as great as seven million bushels; but he will undoubtedly make good in his new position.

If the American farmer could draw from his ground two-thirds of the 33 $\frac{1}{3}$ bushels of wheat per acre obtained by his British rival, says an exchange, some of our perplexing economic problems would be quickly solved. The high price of land should now encourage intensive cultivation here.

"Corn is arriving at Toledo out of condition, but can be remedied by yourselves at home," says Inspector Culver. "The fine dirt sifts to the bottom of a car of corn and creates a heated and musty condition. Clean your corn and it will arrive cool and sweet. Five bushels of Mahogany corn mixed

with fifteen hundred bushels of good No. 3 yellow corn will make the entire car sour and musty in less than 48 hours. Keep the Mahogany corn and ship it by itself."

[For the "American Elevator and Grain Trade."]

LEGAL ASPECTS OF WEEVIL IN AN ELEVATOR.

BL J. L. ROSENBERGER.

Member of the Bar of Cook County.

A firm owning and operating an elevator received in storage 5,400 bushels of wheat; and the receipt they gave the owner therefor stated it was to be stored "in special bin," to be delivered to said owner, or order, "upon presentation of this receipt properly indorsed, on payment of charges. This property is held for the owner in store at his risk as to fire or depreciation from any cause." That was in July.

Early in the following spring they discovered weevil in some of their own wheat; and they at once notified the owner of the stored wheat and requested him to take his wheat out of the elevator before it should become infected. It was customary to move all the wheat in the elevator at stated times, and they desired to give him an opportunity to take his wheat out before it was moved again, so that there would be less danger of loss. It was a bad year for weevil; and he declined to take the wheat out, insisting that they should keep it, as wheat was then down and he could not sell it for the price he asked.

A month or so after this the firm found that the weevil had gotten into the stored wheat and so notified the owner. He then requested them to bring him a sample of his wheat, which was done; and after he looked at the sample he still refused to take his wheat out, saying it was not hurt much. They did the best they could with the wheat, and as he still refused to move it, they finally ran it out into a warehouse and brought suit against him, asking the court to make the proper orders for their protection. An agreement was then made by which the wheat was sold, and the rights of the parties were to be litigated in the suit. There was a loss of something over \$2,000 on the wheat; and the owner sought to hold the firm liable for the injury done to the wheat by the weevil.

The trial court instructed the jury in substance: (1) That they should find for the plaintiffs the amount of storage due them under the contract; and if it was necessary to remove the wheat from the elevator and they gave the owner notice to remove his wheat and he refused to remove it in a reasonable time, the jury should also allow the firm the reasonable expenses they incurred in removing the wheat; (2) that if the firm negligently stored or handled the wheat, so that it became infected with weevil, they should find for the owner, on his counterclaim, the difference between the market value of the wheat as delivered to them and as injured by the weevil; (3) that they should offset their findings under (1) and (2), and find a verdict for the party who was entitled to the difference; (4) that the plaintiffs were bound to use such care as an ordinarily careful and prudent person engaged in the business of warehouseman would use under the circumstances, and that the failure to use such care was negligence. Under these instructions the jury found a verdict for the plaintiffs, and the Court of Appeals of Kentucky affirms the judgment rendered thereon in their favor.

It was insisted for the owner, the Court of Appeals says, on his appeal from the judgment it affirms (Carley vs. Offutt & Blackburn, 124 Southwestern Reporter, 280), that the firm were public warehousemen; that as such they were bound to receive all grain that was tendered them; and that, if he, the owner, had taken his wheat out of the elevator, he could have required them immediately to receive it back; and that, therefore, he was under no obligation to take the wheat out of the elevator when notified to do so. The firm, on the other hand, insisted that they were private warehousemen; that by the written contract they agreed to put this wheat in a special bin and keep it at

so much a month; and that, therefore, they could terminate the arrangement at any time on a month's notice. The court, however, does not find it necessary to determine whether the firm were public or private warehousemen. In either event, they were not insurers. They were bound only to use ordinary care to protect the property committed to them. They were not responsible for an injury to the property which could not be guarded against by ordinary care.

This wheat was not mixed with other wheat in the elevator. It was kept separate. When it was discovered that weevil had made its appearance in the elevator, it was incumbent on the owners to use ordinary care to eradicate the trouble and to prevent its being communicated to this stored wheat; but when the owner allowed his wheat to remain in the elevator after they had used all the precautions they could and had notified him of the trouble, thus giving him an opportunity to remove his wheat from the danger, he could not complain unless after that they failed to use such care for its protection as might be expected of a person of ordinary prudence under the circumstances. If he had then withdrawn his wheat from the elevator, the proof was clear he would have sustained no substantial loss. The loss which followed was due to his refusal to remove his wheat, insisting that he had the right to allow it to remain and require the firm to furnish him as good wheat when demanded as he had put into the elevator.

The written contract simply bound the firm to keep the wheat in store in a special bin and deliver it on demand. The law added to the written contract the implied undertaking that the firm would use ordinary care in keeping it, and deliver it to the owner in such a condition as it would be if kept with ordinary care. The law did not make them insurers that the wheat would remain in the condition in which it was delivered to them, or that no weevil or other vermin would get into it. There was no question in this case about a limitation of their common-law liability. Their common-law liability was simply to use ordinary care in keeping the wheat.

If the owner had withdrawn his wheat from the elevator after it became infected with weevil and before it was injured, he could not have required the firm to receive it back from him, for he could not have required them to receive into the elevator infected wheat; and when their elevator became infected with weevil, they had the right to close it, whether they were public or private warehousemen, so as to disinfect it; for in its infected condition it was not fit to be used for the purpose for which it was intended. To this end they had the right to require all wheat in it to be removed by the owners after reasonable notice to do so; and when this owner failed to remove his wheat, they had the right to remove it and add the reasonable cost of doing so to their storage charges. They could not properly put other wheat into it when thus infected; and when all the wheat except his was removed, this owner could not require them to keep the elevator open for him indefinitely. The common law attaches no such liability to a warehouseman's contract. Like other contracts for an indefinite time, the contract of a warehouseman may be terminated by him on reasonable notice, and a public warehouseman, no less than a private one, may close his warehouse to all.

Section 4794 of the Kentucky statutes contemplates only a liability for neglect on the part of the warehousemen in cases like this. Among other things that section provides: "Any warehouseman, guilty of any act of neglect the effect of which is to depreciate property stored in a warehouse under his control, shall be held responsible as at common law." The previous part of the section as to notice in a daily paper if the grain becomes out of condition, applies only to grain that is not stored in a separate bin. The purpose of the advertisement is to reach the owner of the grain; but when the grain is stored in a separate bin, and the owner is known, as in this case, this part of the section has no application.

[For the "American Elevator and Grain Trade."]

SOME FACTS ABOUT CORN.

BY L. C. BREED.

It is of interest to note that this gift of gifts was given to mankind by woman, according to all the Indian legends, which differ as to particulars but agree as to the sex of the donor.

MISSOURI'S CROP.

If all the corn raised in Missouri in 1909 had been shipped to market it would have made 21,924 trains of twenty-eight freight cars each extending in one unbroken line from Portland, Me., to San Francisco. If all the corn raised in Missouri in 1909 had been marketed at the price prevailing in December it would have brought \$118,265,400, an amount sufficient to pay the public debt of fourteen of the larger cities in America. If all the corn raised in Missouri in 1909 had been exported, it would have supplied the European trade for four years. Had the European export for one year only been taken from the Missouri output, there would have remained enough corn to allow fifty bushels for every man, woman and child in the state, or two bushels for every man, woman and child of the 80,000,000 in the United States today. The average yield in Missouri is 28.8 bushels per acre, and statistics show that it has not been increased one bushel in the last ten years. The State Agricultural Experiment Station claims it is possible to improve this condition at least 50 per cent.

Missouri, of course, is not alone, since there are twenty-four other states, each of which produce more than 15,000,000 bushels of corn each year, eight others whose individual outputs each year is in excess of 100,000,000 bushels. No wonder that corn has been crowned king, particularly in view of the fact, as Secretary Wilson has figured it, that the 1909 crop had a value of \$1,720,000,000.

THE BEST YIELD OF CORN.

The best ear of corn growing in Iowa last year sold for \$160. The best yield reported in that state was 153 bushels to the acre. Had the man who grew the record yield grown corn as good as the best ear his acre would have been worth \$1,836,000.

The man who grew 153 bushels to the acre knew the people were laughing at him because he devoted so much time and care to his corn. They did not realize that corn may be, and must be, bred as scientifically as live stock. "It took seven years to do it," explains this man who was willing to let time and nature vindicate him. "There are but two things which have brought about this yield—the proper care of the soil and the continual selection and breeding up of the seed corn. Any farmer in the state can do the same if he goes about it right. The corn was planted closely together. When I planted it the people around me made sport of my experiment, saying that the corn would dry up, as all the moisture in the ground would be taken out by the roots. But their prediction did not come true."

Nor is this an isolated achievement. At the recent Iowa Corn Show four exhibitors reported yields of more than 100 bushels to the acre. In 1904 a farmer of Little Sioux, Ia., was credited with a field which produced at the rate of 205 bushels to the acre. This man planted his corn on April 28 and harvested it in October from stalks twelve to fourteen feet high, the 14-inch ears growing nine feet from the ground. A farmer in York County, Pa., gathers annually more than 175 bushels of corn from every acre he plants. The same methods adopted in Illinois, Iowa, or Missouri, would result in the production of 200 bushels to the acre. The Pennsylvania farmer has been breeding up his seed corn toward a high state of perfection for years. He plants a field to corn but once in seven years. He is fortunate in owning many fields and grows a crop on some one of them each year.

Taking the 153-bushel yield of 1909 and averaging it with the smallest yield of the thirteen growers who, with yields in excess of 71 bushels to the acre, competed for the Iowa record last year, an average yield of 112 bushels to the acre is had. This is three and one-half times the average production of corn fields the state over. If this ratio

could be maintained, Iowa would yield each year an average of 1,088,000,000 bushels of corn, worth approximately \$600,000,000 on the December market.

WHERE THE CORN GOES.

The question naturally arises: Having raised this veritable mountain range of corn, what becomes of it? The world has not taken to eating corn bread at the expense of wheat bread. Where does all the corn go? The question is easily answered. Four-fifths of all the billions of bushels of corn raised in the United States is used in feeding live stock. David Rankin of Tarkio, Mo., the largest farmer in America, raises a million bushels of corn each year, yet never has an ear to sell. On the other hand, he is constantly in the market to buy his neighbors' corn. Other farmers do not go in for stock feeding on such an extensive scale, but the prodigal prosperity of the corn belt today is due to the fact that the farmers have learned to raise more corn, to feed the corn to stock, and through the manure to return to the soil the elements of fertility of which it had been robbed in growing the crop. Farming has thus become a sort of "On again, off again, Flanagan," proceeding, with the bank accounts of the corn belt growing more plethoric as the success of this procedure has become generally realized.

But not all the corn is fed to stock, or eaten in the form of hominy, bread or cakes. Of the total crop of 2,666,000,000 bushels raised in 1908, it is computed that 241,000,000 bushels were consumed in flour and grist mill products, 8,000,000 bushels in the manufacture of starch, 9,000,000 bushels for malt liquors, 40,000,000 bushels for glucose, 190,000,000 bushels for export and 13,000,000 bushels for seed; a total of 501,000,000 bushels, or 19 per cent of the entire crop. The remaining 81 per cent, or 2,165,000,000 bushels, was used almost entirely for feeding.

USE OF CORN STARCH.

The average person has little or no idea of the extent to which corn starches, sirups, sugars, oils and dextrines are used. Corn starches are used in laundries, for food (jellies and puddings), for candies (gumdrops and lozenges), as sizes for stiffening and finishing warp and cop yarns and fabrics in textile industries; in paper manufacture as a filler and finisher; for cosmetics and asbestos; in brewing beer and ale and by alcohol manufacturers. Corn sirups are used for mixing with cane sirup and molasses in the preparation of mixed sirups for confectionery, baking, jams, jellies and preserves; for the manufacture of vinegar, brewing of beers; in the manufacture of chewing tobacco, food sauce, canning of meats, pastes and sizes; tanning of leather, blacking, printers' rollers, shoe polishes; for finishing molds in iron foundries, in extracts, such as logwood, etc., and in silvering glass for mirrors. Corn sugars are used in the manufacture of caramel or sugar coloring and lactic acid for tanning, in the brewing of beers, ales, porters, etc., and in vinegar. The uses of corn oil are the manufacture of soap, soft soap and soap powders, oil-cloth and leather, paragon or rubber substitute; for edible purposes, shortening for bread and cakes, for frying and cooking and salad oil, for cup greases and screw-cutting oil, paints and varnishes, and for size in textile industries. Dextrines are used in the textile industry, in sizes for strengthening the fibre and finishing the fabric; for cloth, carpet, twine, etc.; for thickening colors for calico and other printing; in leather dressings, pastes; for food sauces, gums and glues and ink mucilage.

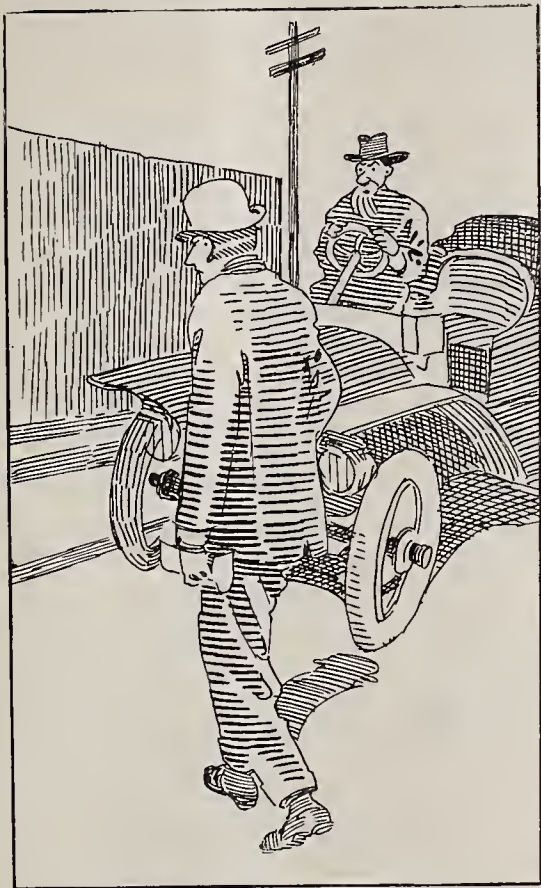
IT IS ALL UTILIZED.

American ingenuity has made corn even more useful than the hog. There is no "squeal" loss to corn, as the thrifty farmers know who use the cobs as fertilizers (because of the potash they contain) or as winter fuel (three tons of cobs having a fuel value equal to one ton of hardwood), the cornstalks and leaves for dairy food, the husks for mattresses and the entire plant (root, ears, stalk and all) for silage. But the commercial uses of the plant itself are many, and inventive genius is coming each year to find new corn possibilities. The more important of the present practical uses were succinctly set forth by a corn-belt farm boy, who won a prize

at the National Corn Show in Omaha for the essay, in which he said:

In some localities the stalks are stripped of the leaves and ears and bound into bundles. They are then shipped to manufacturing plants. Here the pith is taken out by means of a depithing machine. The soft pith is then rolled into a fine grade of paper. From the coarser parts is made a stiff box-board. The use of the cornstalk along this line is a promising one. The pith makes a good paper and is comparatively cheap. Manufacturing companies can make paper from corn pith two or three times as cheap as they can from wood pulp or rags.

Some one has said that we need our corn to insure prosperity in time of peace. Uncle Sam believes he can make good use of it in protecting his people in times of war also. The pith of the cornstalk is finding a ready use in the construction of battleships. It is used as a packing in the hulls.



STARTED ACROSS THE STREET.

Pith readily absorbs water. Thus when a shot penetrates the shell of the ship the pith swells and closes the holes.

After the pith has been removed the outer shell of the stalk is ground into a meal. This meal is called "the new corn product." This is used to some extent in the preparation of stock foods.

From the husks are made a cheap grade of hats, used to a large extent in the Southern States. In the Northern States we make a coarse doormat out of the husks. They are also used as a packing in the manufacture of horse collars.

The woody part of the corn plant, such as the outer shell, is composed largely of cellulose. Cellulose is used in the manufacture of explosives. It is treated with chemical compounds, such as nitric and sulphuric acids. Gun cotton is the result. Nitro glycerin, a very powerful explosive, can be very readily made from the hard woody portions of the corn plant. From this cellulose is also made what is called pyroxylin varnish.

After an ear of corn has been shelled there is a soft, fuzzy coat upon the cob. This is called "corn down." It is used to a large extent in padding mattresses.

A PECULIAR INCIDENT.

People in the seed trade will recall the wild fluctuation in flaxseed that occurred in this country last January and were also reported from the Argentine. At that time Mr. LeCount of Finley Barrell & Co., was in Buenos Aires and he describes the following occurrence: "On the 19th of January a peculiar incident happened to me. Previous to this, I had been in the habit of frequenting the Board of Trade when in Buenos Aires, but when the big slump in flax occurred, a lot of the local traders were on the wrong side of the market and lost a lot of money. It was exceedingly laughable. Those who lost heavily went about crying like babies, wringing their hands and cursing the North Americans. I was ordered out of the building and have not been allowed to enter since. There is talk of prohibiting crop reporters from entering the Argentine and traveling about, as these people are very jealous and they think that if the world did not know the exact condition of their crops they could control the market."

[For the "American Elevator and Grain Trade."]

CONSIGNING HIS STUFF.

BY GUIDO D. JANES.

The day after Bill Plover moved his family into his elevator to escape high house rent, he felt worse than some unfinished business in a North Dakota Bankers' Association meeting. Yes, when wheat went to \$1.25, corn to 75 cents, and the farmers around Ducktown went to Chicago to buy automobiles, he felt all in.

"Goodness!" he said, cocking his feet upon the office desk. "The farmers are getting three times as much for their stuff as they used to, while my margin of profit remains the same. No money in the elevator boot or the garner. I'll just burn up the entire property from roof to receiving pits, collect the insurance, and go West."

Tearing out several pages from a copy of the "American Elevator and Grain Trade" to use for kindling in the above mentioned fire, he stole into the elevator proper, lighted a match and then the paper. Just as he was on the verge of becoming an incendiary, his wife happened to toss a pan of dish water on the proceedings.

"Excuse me, dear," remarked the affable wife. "Did I discommode you?"

"Yes; you not only spoiled our future prospects, but have turned me into a misanthropist. You are still a precious darling, but the blame rests with you. Good bye. If I don't turn up by dark, telephone over to Jacksonville. I'll be there mentally recuperating."

Grasping the yet unburned pages of the trade paper he started toward the door.

"Mercy, darling," cried Mrs. Plover, "be a man. Get a job from the chief grain inspector; or, better still, some work at the flour mill. You are not going to let the word failure bluff the dollar mark."

"Yes; so long."

Out of the door he sauntered; forgot to shut same; walked over the lean-to driveway, and started across the street. Just as he reached the middle thereof, Farmer Snap journeyed by in a new automobile just purchased. He was so tickled with the machine that he did not see the elevator man, and instead of saying, "Honk-Honk," he remarked, "Gee, ain't this riding fine!"

As he had the words in his mouth, he strolled over Bill, and the next moment there were some ugly noises and expletives; after which the machine was brought to a halt.

"Ouch, ouch!" cried the one who had been run over. "I am not badly damaged to be sure, but it is quite unpleasant here. Kindly rescue—"

Here he paused in his pleading; for just then his eyes rested upon some reading matter contained upon the pages of the paper he still grasped. Page 854 was upon one, and it jacked up the country merchants for having a habit of selling for "3 or better," instead of consigning their stuff. Hearing nothing further from Bill, the farmer thought the elevator man to be dead, and at once pulled out a wallet of cash with which to pay damages.

"How much is your man's life worth?" asked he, observing Mrs. Plover pile out of the elevator and run to the scene of the accident.

"Nothing; one sweet kiss from him is worth more than all the dollar wheat in the land. Take back your gold. If you have killed him I will jump on you with both feet."

"Don't act that way," pleaded Snap. "It was an oversight that I wandered over him. Take \$75 and call it square. I'll give you a ride in my machine after the funeral. If—"

"Cut out that talk, please," put in Bill at this point. "I am not deceased in any sense of the word. Kindly pull me out of this debris and pay me damages to the extent of \$1,000."

"All right, here is the cash, less two per cent for promptness. Much obliged to you." Here he handed the damaged one the money less the said two per cent, after which he pulled him out from under the automobile.

"Hubby, hubby," cried Mrs. Plover, running up to her husband, "are you killed?"

"No."

"Of course not," laughed the agrarian good naturedly. And placing the half empty wallet back into his pocket he hurried away in his machine.

"What a joke! what a joke," smiled the elevator man, after Snap had rounded the next corner. "What a—hee, haw."

"Put me next, dear. What's the matter?"

"Why (laughter) that accident to me just then was the making of both of us. Our success is assured. With \$1,000 capital we will get rich quick. Read what it says on the third column, page 854 of this paper. I was going to use it in burning up our elevator, but see what Zahm says."

"All right, (Reads). Are you going to do it?" she asked.

"Sure; let's kiss though, before becoming wealthy."

"All right."

MORE GOOD WHEAT IN KANSAS.

Dean Webster of the Kansas Experimental Station has addressed a circular letter to all persons in that state interested urging an "aggressive and vigorous policy with regard to Kansas wheat growing." The Station asks money assistance for the purpose of—

1. Sending into the growing wheat fields a number of experts who will examine the fields and determine the purity and quality of the wheat for seed; instruct the farmers in its care as a seed crop; assist him in selling it as a seed crop; co-operate with the elevator and mill men in giving this seed the widest possible distribution throughout the wheat belt, gaining thereby these things:

- (a) A very large increase in number of acres seeded to good wheat.
- (b) An appreciable increase in yield per acre.
- (c) The organization of a system for perpetuating the distribution of best varieties of Turkey type wheat.
- (d) The education of the wheat grower in caring



MOVING INTO THE ELEVATOR.

for and handling his crop to get greatest returns per acre for his work.

2. Making an investigation of the damage wrought by weevil in field, shock, stack, bin, elevator and mill. One man will be detailed to make this investigation and report to mill and elevator men their findings with recommendations.

For this purpose, the Station agrees to put up a dollar to match every dollar contributed for the above purposes. Senator Geo. Hunter of Wellington is chairman of the auxiliary committee and contributions will pass through his hands, while L. A. Fitz will have charge of the details of the work.

Prof. Haecker, an international authority on dairying, estimates the feeding value of a ton of fodder corn at \$4.90 as compared with a ton of timothy hay at \$6.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WEATHER IN NORTH DAKOTA.

Editor American Elevator and Grain Trade:—In Wells County on April 15 and 16 we had an inch of snow and freezing weather. Small fruit was not far enough along to be damaged by a freeze. About 30 per cent of the wheat had been seeded, but all grain then sowed is coming in fine shape, and all farmers are planning for a big acreage this spring.

Leon St. Jacques, the Lion elevator man, is building himself a fine residence.

J. A. Frank was re-elected for the coming year to manage the Heaton Farmers' Elevator Co.

Heaton, N. D., May 1.

J. F.

OWNERSHIP CHANGES IN INDIANA.

Editor American Elevator and Grain Trade:—On April 23 the Frank Kelley Grain Company bought the large modern elevator at Remington, Ind., from A. E. Malsbary. This house is acknowledged to be one of the best east of the Mississippi River. It holds 140 car loads of grain and ships over half a million bushels annually. It is the largest grain elevator in the state of Indiana. By another deal that was completed late the same day, Bert Dunn and Abe Groves, of Frankfort, became owners of the Big Four Elevator at Colfax, Ind. Bert Dunn will manage the elevator and Mr. Grove will look after his two elevators at Clark's Hill and Radner.

Frankfort, Ind.

C. R. C.

CROP OUTLOOK IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—Reports have been sent out from Minneapolis this morning to the effect that the fields of South Dakota are developing from 10 to 40 per cent damage. Our own observers there have reported some poor fields of Durum, due to bad seed, and some damage to oats due to high winds and frost. How great the damage to these crops is we will not know because there is still plenty of time to re-seed these fields. All crops except Durum and oats are reported to be in first class condition.

We have no reports of damage of any character to the fields in Minnesota and North Dakota.

Rain would be welcomed in some districts, but is not badly needed anywhere.

Practically all seeding is completed and corn ground is being prepared. The outlook seems to us to be satisfactory in every way, except as to the oats and Durum in South Dakota, and there is every reason to believe that that damage is small and will be overcome by re-seeding.

Yours truly,

THE VAN DUSEN-HARRINGTON CO.

Minneapolis, May 6.

ABOUT DULUTH KINGHEAD NOTICE.

Editor American Elevator and Grain Trade:—In reference to the enclosed clipping,* which appeared on the editorial page of your April issue, I would say to you that the buyers representing the various elevator interests are wholly within their rights under the rules of the Duluth Board of Trade.

They buy wheat to arrive and at the time of purchase stipulate that, regardless of State grades, it shall not contain kingheads. This you can readily see is a private contract entered into between buyer and the commission man who represents the seller.

Buyers were forced to this action because of the

*"The Duluth wheat receivers have promulgated a rule that, after August 1,—

"The buyers representing the various elevator interests at Duluth have decided that any purchases of wheat to arrive which they may make shall be understood as meaning wheat free from kingheads even though the cars should grade 1 Nor. All wheat containing kingheads will be bought on its merits regardless of the state grade or dockage, but under no circumstances are any of the cars to be applied on sales that have been made to arrive by the various receivers."

"But what do the Duluth rules say on this point? If the proposed practice is right, the rules should provide for this action, otherwise the precedent will be enough to enable buyers to override the rules and make them over in a way to make 'ducks and drakes' of the discipline of the board itself when it suits them to contravene the rules."

large quantity of kingheads arriving here in 1909. Crop and commission men and others have inaugurated a campaign to eradicate them from the coming crop if possible.

Trusting this explanation will put you right in the matter, I remain, yours very truly,

Duluth, Minn.

CHAS. H. THORNTON.

NEW FIRM IN TENNESSEE.

Editor American Elevator and Grain Trade:—The writer and R. J. McAdoo have formed a partnership to be known as B. C. Branham & Co., to deal in grain and hay at Union City, Tenn., making a specialty of ear corn and wheat. Mr. McAdoo is an old grain man and understands the business thoroughly, and in all its details, having been in it for the past ten or twelve years. The writer has been engaged in the same line for at least half of his 36 years, having been connected since boyhood with my uncle, the late B. J. Branham until his death about three years ago and since that time with different firms.

Yours truly,

Union City, Tenn.

B. C. BRANHAM.

MORE ABOUT KINGHEAD NOTICE.

Editor American Elevator and Grain Trade:—In your "Editorial Mention" columns, in the issue of April 15, after referring to the notice given by buyers of grain in the Duluth market that after August 1 next any purchases of grain to arrive shall be understood as meaning wheat free from kingheads even though the cars should grade No. 1 Northern, you ask:

But what do the Duluth rules say on this question? If the proposed practice is right, the Rules should provide for this action, otherwise the precedent will be enough to enable buyers to override the rules and make them over in a way to make "ducks and drakes" of the discipline of the Board itself when it suits them to contravene the rules.

I do not think you have the correct idea of what the buyers propose to do after August 1. They give notice that in making purchases of cars of grain to arrive, they will stipulate that they must be free from kingheads. Could the Duluth Board of Trade adopt any rule which would take away from the buyer of grain his right of contract—his right to stipulate what he shall receive on his purchase? Would any court in the land uphold such a rule? In every purchase to arrive it is the right of the buyer to receive what the seller agrees to deliver him, and if the buyer makes it conditional that the wheat he buys shall be free from kingheads and the seller sells on that understanding, will you please indicate where, if the buyer refuses to accept wheat with kingheads, a precedent is being established that will be "enough to enable buyers to override the rules" or where they are "making them over" in a way that threatens to make "ducks and drakes" of the discipline of the Board?

Very truly yours,

CHAS. F. MACDONALD,

Duluth, Minn.

Sec'y Board of Trade.

HARRY W. KRESS ON SPECULATION.

Editor American Elevator and Grain Trade:—A great many people are of the opinion that speculation and gambling are entirely different. I will admit that there is hardly a question that this is true; but when you get down to where you find country shippers, or any other class of men, speculating in grain, it comes so close to being gambling that there is not much room left to distinguish the difference.

Now, in the grain trade today, among the country shippers, you will find a great many of them speculating on the future value of grain; and there is no doubt that this fever is constantly growing. Naturally we ask ourselves, why such should be the case? To me it appears as though the country shipper who resorts to speculation evidently is not making enough money out of his regular business to be satisfied.

Five or ten years ago where you found one elevator drawing grain ten miles in every direction, we find that today there are possibly half a dozen elevators buying grain in the same territory. This naturally has cut down the volume of receipts and the shipper should work on a greater margin of

profit. This, however, is almost impossible, because they are continually out-bidding one another for the farmers' grain. The result is that dealers are possibly only handling half the amount of grain they did five years ago and at the same time doing it at a smaller margin of profit.

Right here is where the trouble commences. Not being satisfied with the results of their regular business, they are tempted to take a little flyer on the market. If they meet with success in their first venture, they begin to think it is an easy game and continue to follow it possibly on a larger scale. Should the market go against them the first time, they are not wise enough to take a little loss and quit; but they generally hang on until it loses them big money. The next move they make is to try and get it back by playing the game again. So the only way that you are absolutely safe is not to speculate at all.

The man who has lots of money doesn't have to speculate, while the man who has not cannot afford to. I know a lot of my shipper friends who think there is no harm in holding a certain part of their cash grain in their elevators for higher prices. I want to say that I do not agree with them on this point. The only difference that I see between buying it for future delivery on paper and holding it in your elevators is that you are not apt to carry as big a line in your elevator as you would on paper. The ultimate outcome of such transactions are just the same. My observation and experience makes me advise against it. Show me the country shipper who has become independently rich by speculating, and I will find you a hundred who have lost everything they ever possessed.

I am satisfied that the principle upon which the Chicago Board of Trade is founded is correct. What I find fault with is that these principles are perverted to speculation on the part of individuals who cannot afford to take such chances.

Piqua, Ohio.

HARRY W. KRESS.

THE BUCKET-SHOP RAID.

The Government has appointed Henry S. Robbins, attorney of the Chicago Board of Trade, as special counsel to prosecute the bucket-shoppers indicted by the Grand jury of the District of Columbia and arrested in various Eastern cities. Mr. Robbins has been prosecuting this class of offenders for several years, and is probably the best-informed lawyer on this specialty in the country.

The first thing to be done in the case is to get the persons of the indicted men within the jurisdiction of the court. All are resisting removal from the cities in which they were arrested to Washington. The New York men were given a hearing by U. S. Commissioner Shields on April 15. In resisting extradition, their counsel argued that the indictment found in the District of Columbia does not charge an offense against the United States because the statute cited is a local not a Federal law, and therefore the case does not lie within the jurisdiction of the Commissioner. Assuming that the charge was a valid one, counsel asserted that under it his clients could not be moved to Washington because the bucket-shop law passed last year in the District of Columbia was merely a local statute. He cited the Dana case, in which Judge Brown of the United States District Court held that libel is local offense and not removable. The Philadelphians made substantially the same argument.

On April 30 Frank Maier of Marrin & Maier, New York, was arrested in that city by Federal officers. He was put under \$5,000 bond. This arrest is considered a very important one, as it apparently establishes the identity of the mysterious wire known in Wall Street as the "underground railroad," and was preliminary to an inquiry into alleged connections between some of the twenty-eight men indicted as bucket-shop keepers last month and employes of one of the large exchanges in New York. It is also understood that Maier is the man who furnishes quotations to the shops throughout the country, he getting his information by tapping the W. U. wire between the Stock and Consolidated Exchanges. At the time the arrest was made the

officers of the Government cut the telegraph wires leading to all the offices in New York and in New Jersey which were or are still under suspicion of being bucket-shops, thus putting the business conducted by these establishments out of joint throughout the country. The service between the two exchanges also was stopped—said to be worth \$100,000 a year to the concessionaires.

This Maier arrest uncovered the "fast wire service," and has turned the grand jury probe in the direction of the Western Union officials, several of whom were called before the District grand jury on May 3. This inquiry was conducted on May 4, but no indictments were then returned.

Edward Altemus, late manager of the Standard Stock and Grain Co., Jersey City, on April 15 began a two-years' sentence in jail, under sentence by state court.

The receiver's dividend to the victims of the C. C. Christie Grain Co., Kansas City, will be about 20 per cent, from cash on hand at date of the failure, \$13,417.13. The other assets were nil.

C. A. Bulpitt, manager of the "Taylorville Cash Grain Co.," Taylorville, Ill., on April 18 "suspended operations temporarily." Mr. Bulpitt explained to a sympathetic reporter that, "There is a legal fight on against commission houses in the cities and the fear that all of them will be closed and his customers lose the margins they had up prompted him to shut up shop. He intends to reopen as soon as conditions are normal again."

Frank J. Miner, formerly of Chicago, and late head of the Merchants' Stock and Grain Co. of St. Louis, and who was recently sentenced to serve five years in the penitentiary for running a bucket-shop, wants a new trial on the ground of "errors" (technicalities). Miner, who is at liberty on a \$5,000 bond, had three elevator boys as "dummy" incorporators of the Merchants' Stock and Grain Co., according to the testimony introduced at the trial, and for their services the boys received 50 cents each. The conviction was the first under Missouri's recently enacted bucket-shop statutes and five years was the maximum penalty. If he can be run into the "pen," the conviction would probably wind up shopping in St. Louis.

DANGERS FROM LOCOMOTIVE SPARKS.

The Michigan Millers' Mutual Fire Insurance Company of Lansing, Mich., has issued Fire Bulletin No. 4. It is entitled "Locomotive Sparks" and says:

"On March 19, 1910, the New Ulm Roller Mill Co., New Ulm, Minn., lost its plant by fire originating from locomotive sparks which found their way into the dust room on the second floor. This one fire cost the insurance companies interested about \$57,000, and the loss to the insured was even greater. On March 24, 1910, the Turner-Hudnut Co., of Pekin, Ill., lost its elevator and cribs at Kilbourne, Ill., by fire originating from locomotive sparks and the mill mutuals interested will pay the assured nearly \$13,000 in consequence. In these two fires \$70,000 of valuable property was destroyed and the insuring public will be taxed to pay the losses. Since 1900 this company alone has paid over \$77,000 for locomotive spark fires. You could reduce your fire tax by complying with the following suggestions:

"Buildings on or near a railroad right of way should never be roofed with shingles or other combustible material.

"Use metal or approved composition roofing.

"Replace broken window lights with new glass and protect all open windows with fine mesh screens.

"Allow no piles of old lumber or car doors against or near buildings.

"If buildings have post or pier foundations, the space underneath should be enclosed either with iron cladding or tight siding to prevent accumulations of weeds, dry leaves and other rubbish.

"Keep the premises clear of all sorts of litter. A good rubbish burner located at a safe distance from buildings is an excellent thing."

The Michigan Millers' Mutual intends to keep up this "educational policy" and is to be congratulated

on its efforts. The presentation of such facts as the above cannot fail to strike home with the millers and warn them against such dangers. In view of this bulletin it might not be amiss to call the reader's attention to the article entitled "Dangers in Wooden Roofs," which appeared on page 272 of the April issue of the "American Miller." The extensive quotation in that article from a recent number of "Insurance Engineering" condemns in no uncertain manner the general use of wooden roofs.

AN IOWA HOUSE.

The grain elevator shown in the accompanying engraving is only a 10,000-bushel house and but 22x18 feet in size on the ground; but it is fitted up with a Sonander Automatic Dump Scale, the necessary legs, a passenger elevator and six-horsepower Rockford Gasoline Engine, so that it is a quick-action and convenient house. It is large enough for the location—Ryan, Iowa—where the I. C. R. R. gives ample railroad facilities. The elevator is operated by the A. W. Savage Lumber Company, who



A. W. SAVAGE LUMBER CO.'S ELEVATOR AT RYAN, IOWA.

handle on the premises building materials of all kinds.

MIXING OF MANITOBA WHEAT.

In reference to our article on the mixing of Manitoba wheat in elevators at Fort William and Port Arthur, two weeks ago, in violation of the statute, we are credibly informed that about three-fourths of the interests of all the terminal elevators in Fort William and Port Arthur are controlled by dealers who not only store the grain for others, but handle it themselves, both for export and domestic uses. Some of the best jurists hold that it is impossible for an individual to act impartially as a custodian of other people's property when his own interests and those for whom he is custodian are identical. In consequence of the mixing of inferior grades of wheat with No. 1 and No. 2 Northern, shippers have sustained serious losses, and, besides, the inspection of Manitoba wheat has lost prestige in Great Britain through the irregularities which occur after the grain is inspected and put into elevators.

The only remedy for these abuses, it seems to us, is for the government to take over the control of all the elevators at Fort William and Port Arthur, the Georgian Bay ports, lake and river ports of the St. Lawrence, Kingston, Montreal and St. John, N. B. Unless this is done, the inspection of Manitoba wheat will be ruined. Through this fraudulent mixing of inferior grades of Manitoba wheat with inspected No. 1 and No. 2 Northern and No. 1 Hard, it has cost shippers thousands of dollars. One firm some time ago lost between four and five thousand dollars on two cargoes. In fact, some importing firms in Europe prefer the New York standard of

inspection of Manitoba wheat to our own. This is on account of the mixing of the grain in Canadian elevators, after inspection. Such iniquitous practices must be put a stop to at all costs, and it remains for the government to adopt stringent measures in providing a remedy.—Montreal Trade Bulletin, April 15.

[From the "American Miller."]

DRYNESS AND KEEPING QUALITIES OF GRAIN.

BY SOUTHERN MILLER.

I have never known of any good dry grain "going wrong" in the germinating season or any other season. Store damp wheat or damp corn and it will not wait for the germinating season to get hot on you. It makes no difference whether it is Jacksonville or Duluth. It will get hot just the same, for the air outside of the storage bin has very little influence on the grain in the bin. I have stored wheat that seemed dry enough to keep but had nevertheless just a little too much moisture in it, and it got hot at Christmas time. And as it got warm the moisture would rise in the garner and form a crust over the top, which was entirely spoiled for making flour.

Every miller should have a moisture tester so that he can determine the percentage of moisture in every bushel of wheat and corn that he takes in at his mill. And in buying corn in the fall he should be governed largely in his prices by the amount of water in the corn. Then if he wishes to store the grain he has some kind of a guide to go by as to whether or not the grain will keep through the winter, for the keeping quality of corn or wheat is determined almost entirely by its moisture content.

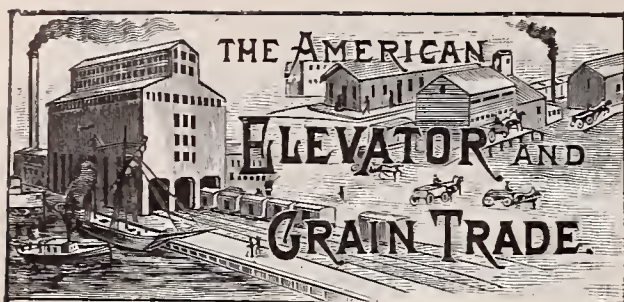
Whenever enough of the states get laws prohibiting the sale of spoiled grain, we will hear more of grain dealers going to the wall with their houses full of "moisture laden corn," as has recently happened. The plain truth of the business is that the elevator man who takes in wet corn and expects to work it off on the miller is likely to be fooled, and he'll have to get the stuff in condition before he can ship it out with any certainty of getting his money on it. Corn should not contain more than 12 per cent of moisture to make good meal,—meal that will keep a reasonable time in this country.

No wonder the seed corn in parts of Iowa and Nebraska is proving dead. They house it green or leave it out to freeze before it has been matured. The germ is full of water, and as soon as that freezes it kills and sours the germ. Then the germ rots, all on account of the water in the grain. An earlier maturing corn would obviate a lot of this trouble. Sending East for seed corn to Virginia or Tennessee is another way out of the trouble, but most Western farmers would take the risk of losing their crop before they would acknowledge that the East had anything better than could be grown in the West.

I do not see why it should puzzle any one to know the reason why their corn should not germinate when planted. It has never been cured. Any plant or grain gathered green and left with the water in it to freeze will rot and die. A few words explains the whole situation. The farmer has simply gathered his corn too green, or it was not matured when the frost struck it.

The climate and short season in the corn belt make it somewhat hard for the farmers to get the well-matured corn that we do further east, but that is no reason why the miller or elevator man should buy water with the grain that he pays for at good round prices. The writer became tired of that kind of business long, long ago, and intends to quit as soon as he can.

The House committee on interstate-commerce has reported favorably to the "Bankers' Bill of Lading." The bill would make order lading bills negotiable and require the prominent stamping of "not negotiable" on straight lading bills. The bill was amended in committee so as to strike out the application to foreign bills of lading and the criminal penalty features, which belong to the state.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, MAY 15, 1910.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

WAS FROST BITTEN.

Organizing protests is pretty difficult business unless there is something to protest against. This is true in spite of some men's determination to be miserable in the face of everything. Some farmers are that way; and there are a few men not farmers who make money by trying to keep such unhappy people feeling sore about real, and particularly about imaginary, ills.

The farmers' convention called to be held at St. Louis during the first week of May was an attempt on the part of these promoters of rural soreheadedness to organize a protest against the imaginary,—for it is pretty hard work now making anyone, even a farmer, believe that farmers are suffering from other than their own folly. In consequence, although the President, Sec'y Wilson, Senators La Follette, Gore and Owen, Gov. Hadley, ex-Govs. Francis and Folk, William Jennings Bryan and other great men were present, there was hardly a handful of suffering farmers in attendance at the convention, in the face of Manager Cannon's prediction of an out-pouring of 100,000 Union and Equity members. Even President Taft, with his speech on conservation, was unable to fill the Coliseum, to which a grand opera company had recently brought an audience of 7,000, while "Tama Jim" Wilson, the farmers' friend, had only about 500 people of all sorts to hear him compliment the "horny handed sons" and acquit them of the crime of "kiting food prices," only to be told, with blunt frankness, when the audience was requested by the chair to honor him by rising, "He's no better than we are."

It was, therefore, with something like sowing seeds that "fell upon stony places" that President Cochrane made his speech on "Equal Justice to All Men," a convincing defense of grain

exchange trading in cash and futures—the principal address of the morning of May 5, published in another column. The speech was admirably simple in form, as suited the audience, and impregnable in its argument; but it required an open mind for its assimilation, and one may well doubt if his audience were capable of that—the few farmers there present did not go to St. Louis for information or edification, but to nurse a "grouch." All the same, Mr. Cochrane has added much to the literature in defense of common sense in business; and the grain trade could do itself no better service than to circulate the speech widely among farmers and their legislators, state and national.

MARGINING CASH TRADES.

It is probably only a question of time before the "3 or better" contract will everywhere in the country be subject to the right of either party thereto to call margins on deferred shipments. There is nothing unfair in such a condition. It is a common practice in business, where earnest money is familiar enough. But in the cash grain trade the practice of margining has its inconveniences.

But the recent defaults suffered by the trade—by receivers and by shippers alike—in all parts of the country, from the Rio Grande to New York, have brought the subject—first publicly advocated in September last—to the front again; and from Kansas City to New York the grain exchanges are deliberating on the necessity of incorporating in their rules a margin provision. Although inconvenient, the margin condition in contracts is the logical result of reckless trading encouraged by the "3 or better" habit. Grain dealers last summer and fall, before corn was made, like the millers last June before the wheat crop was thrashed, sold corn and flour, "like drunken sailors," as some one has characterized the forward selling of the millers, and both suffered—the millers could not get their shipping orders and dealers could not deliver the grain they sold; and in addition to the heavy penalties on off-grades now face the alternative of a "margin rule" inconvenience.

This seems to be one of the net results of the winter season just closing—one of the most trying the trade has experienced for a number of years, and made so largely by the trade itself banking on the deceptive condition of the corn crop at a time when it was only a promise and not a realization.

LINING CARS.

The 'Frisco Lines in the West insist that all grain cars loaded for movement over their lines out of Kansas City and St. Louis shall be lined with burlap as a preventive of leaks. This is but following the practice of Chicago roads and shippers moving grain eastward, that is loaded under the direction of the Chicago Weighing Department. Cars may be lined with burlap, cheesecloth, or the paper that is prepared for that particular purpose, and the cost in all cases is pretty sure to be saved. It is practically impossible to send a car of shelled corn or small grain for any considerable distance without some dribbling leaks; and while the carrier in law is responsible, there is always delay and some expense attached to mak-

ing good a claim that would be avoided if the average car were lined by the country shipper as regularly and as carefully as the terminal shippers line the cars they load.

ABOUT CONSIGNING.

Quoting our remarks on Bert Boyd's "Rules for Success" (see April number, p. 554), Sommer & Albrecht's "early bird" circular from St. Louis, April 29, said:

Referring to the remarks by the "American Elevator and Grain Trade," we take occasion to say that we have never found that journal wrong on any proposition yet; and in this instance it has hit the nail squarely on the head.

This is very kind of our friends; but one can, indeed, hardly go far wrong in urging shippers to consign in all markets where consigning is practicable; for as Mr. Rutherford says, both in the letter quoted from, and also in his article on another page of this number, "The only possible doubt of the advisability of a country grain dealer consigning would be the risk of the market declining, which is more than counterbalanced by the oft-repeated fact that the market can advance in the time consignments are on the way to market."

In selling "3 or better" the "better" is lost and there is always a penalty for off-grades which is based on the lowest value of the off-grades and never by the actual value of the specific grain in question, which may be worth considerably more than even the average value of the grade.

The advantage of consigning is—if, of course, one consigns to a commission house that is awake—that the price realized for consigned grain is based on its own value and not on that of the poorest or even of the average quality grain of a certain grade.

This is not the only advantage of consigning grain; it is only one of the advantages, and not the one least worth while.

THE WAY OF THE CO-OPERATOR.

The Co-operative Journal is conducted by certain unhappy people who seem to think it more profitable to themselves and their clients to create and nurture discontent and misconception than to try to correct trade evils and remove the effects of ignorance by telling the whole truth. A typical case is a recent attack on the Illinois inspection.

It seems from the Journal's exhibit of the correspondence in the case that a certain farmers' elevator company at Renwick, Ia., in February, shipped a car of shelled corn to Chicago which was graded "sample grade of yellow corn." The commission men handling the grain thereupon sold the grain on the grade. After the sale, however, on the complaint of the shipper that the grade was too low, the receivers ordered reinspection and a moisture test; then the grade was raised on the moisture test to No. 4; but naturally the buyer would not pay the difference in price (3c. a bushel). Thereupon the commission men filed a claim for the difference with the grain inspector, which he in turn rejected as not well founded. So the Co-operative Journal asks, "How long will the country submit to being skinned in this manner by a system which seems to have been intended to accommodate the leeches of the grain trade?"

Now, that question may indicate good manners or be good policy; but it would appear to ordinary folks who are not trying to subsist on the profits of organized grouch, that instead of trying to find a scapegoat or target of objurcation, here was a proper case for criticism of the way in which the commission house handled the stuff. The receivers were apparently satisfied with the original grading, because they sold the stuff on that grading, and it was only after the shipper had complained that they discovered that anything was wrong with the work they or the inspector had done for their client. If the inspector was slack, the receivers were more so, because they failed to exercise their right to call for reinspection before they had sold the grain. Perhaps they were unwilling to take the chance of spending a dollar needlessly; for if they had called for reinspection and a moisture test and the grade had not been raised, they would have lost the dollar; but, as it appears, they would have recovered it, since the grade was raised, but only after they had parted with the ownership of the grain. The inspectors make many mistakes; but not many commission men are content to let their clients suffer from those mistakes without at least making an effort to correct those mistakes before they transfer the ownership of their clients' grain.

BEATING THE TOM-TOMS.

Rarely has the megalomania habit of the "popular" newspaper been better exhibited than by the "editorial correspondence" of John Temple Graves to the Hearst newspapers, relative to the late Farmers' Union Convention at St. Louis, which Mr. Graves characterized as a "great potential body whose 1,200 delegates represented all but seven states of the republic" (with a little "r"); whereas, in truth, there never were at any time during the week 200 actual delegates present. President Taft himself, in addressing the "convention," had an audience of only about 5,000 people in a hall where Dr. Cook talked to 7,000; while Sec'y Wilson, who had the next best audience, spoke to not over 500. Tom Cannon, the bombastic and megalomaniac secretary of the St. Louis bureau promoting the meeting, had predicted an attendance of "100,000 delegates" as "conservative," the locals alone having "appointed 75,000 delegates"; but St. Louis saw that the thing was only a tremendous fizzle. John Temple Graves declared that the convention focuses national attention upon one of the most remarkable and powerful movements known to the history of the country; [which] has lifted the American farmer from a position of servility and dependence, the sport and prey of gamblers and speculators, into a status of real and recognized power in which he commands the respect of banker and legislator, and holds the politicians of the country in such honest terror of his magnificent numbers and unity that neither in Congress nor elsewhere do they dare to ignore the frank demand of organized and coherent agriculture.

And a lot more "bigod nonsense," as Dickens's Mr. Sparkler used to put it. But John L. Matthews of the Boston Transcript, afflicted with the old-fashioned New England newspaper sanity, turns on the hose with the prosaic paragraph, that

"Back to the Farm" proved too strong to the farmers. They stayed back. The hotel keepers folded up their cots and put them away. Ringling Brothers ran hastily to the census office to see how many natives they could count upon. The little trading shows around the Coliseum gave up the

game. The exhibits of farm machinery installed at great expense were nothing but an expense, and more than one hundred promoters and stock sellers who came to trade stock for the rural diamonds folded their tents and went back to Indianapolis and Louisville. It will be a long day before St. Louis puts herself out again for a farmer's convention, and a longer one before such a list of presidents, governors and wise guys generally enlist themselves in a program without being assured of an audience to talk to.

THE ADMINISTRATION RAILROAD BILL.

The administration railroad bill has passed the House and it is said it will go through the Senate also and become a law substantially as Mr. Wickersham drew the bill. It greatly enlarges the powers of the Commerce Commission, and at the same time creates a Court of Commerce to adjudicate appeals from the Commission.

Among the new powers given the Commission is that of suspending the action of a new rate pending investigation of its reasonableness; also of scrutinizing railroad classifications, regulations and practices; and to establish through routes.

While the Commission's powers are enlarged, all for the benefit of the shipper, whose privileges are otherwise increased in value, on the other hand, severe penalties are provided to punish shippers who through false billings or false claims for loss and damage obtain thereby payments that amount substantially to rebates.

The Court of Commerce has not been specially welcomed by business men. Perhaps they may change their minds when the court shall be organized. They will certainly, if it shall be demonstrated that the final adjustment of matters brought before the Commission may be expedited. At present, while the decisions of the Commission may benefit the public by reason of precedents so established ("authorities," as the case lawyers say), yet adjustments come so reluctantly from under the tremendous load of business on the shoulders of the Commissioners that full justice to the complainants is rarely done, no matter how excellent the intent of the Commission may be.

THE EDITOR CORRECTED.

The editor is indebted to Sec'y MacDonald of the Duluth Board of Trade and to Mr. Chas. H. Thornton for setting him right on the "king-head" notice by Duluth buyers of wheat. (See "Communicated.")

The original criticism of the notice was not upon its substance, which is eminently proper and desirable, but of its form, it being the editor's notion that such matters should come under the exclusive jurisdiction of the rules of the board and the regulations of the inspection department.

A buyer of grain may lawfully make a contract with a seller by which the latter agrees that he will submit, for example, to a deduction of 100 lbs. per car for undefined dirt; but the Chicago Board of Trade will not permit its members to make any such contracts with shippers. Buyers have the undoubted right to stipulate what they will and what they will not receive on contracts; but it is not always expedient for grain exchanges to permit its members to exact conditions that may or may not

be burdensome to the trade at large, whose interests, and not those of certain individuals, the exchanges must foster and protect.

MILLING-IN-TRANSIT.

The Commerce Commission has refused to modify its recent milling-in-transit ruling. This ruling declared illegal all substitution of tonnage at transit points, which the investigation of the Commission found "is the rule at all transit points where that opportunity exists," to use the language of Commissioner Cockrell, who wrote the opinion. Applied to grain, the ruling absolutely forbids as unlawful any substitution on transit bills of one grain for another, such as corn for oats or winter wheat for spring wheat, etc. Otherwise, the old privilege stands—grain passing through an elevator need not be identified carload by carload, but only corn may be shipped out on a corn in-billing, oats for oats, etc. The ruling, if it shall be literally enforced, and there is severe penalty for its violation, will inconvenience many millers who have been in the habit of mixing hard winter and hard spring wheats and shipping out the products on transit bills, and doing so with entirely legitimate intent; but it will, on the other hand, prevent a great deal of illegitimate substitution of tonnage, which at certain gateways has in the past made it almost impossible for dealers to do business who obeyed the law and the transit rules to the letter, as well as in the spirit.

THE RAT PROBLEM.

The rat is a far more serious nuisance than most of us are prepared to concede, in view of our long familiarity with the creature and the absence of any concerted movement to destroy the pest, such as exists, for example, in Denmark and England, where there are public societies and legalized machinery for making war on the rat. The rat, however, is a heavy consumer of grain and other foods that are used by man himself; and the cost of his keep, as well as what he destroys by contact, has been estimated at from 50c. per rat per annum on the farms to \$5 per rat in hotels and restaurants in town. The sum total of the cost of the rat, for keep alone, is therefore enormous, to say nothing of the loss caused by the rat to real and personal property in many ways, and the suffering caused by the diseases spread by this agency.

The duty of owners and occupants of property likely from its nature and contents to be particularly affected by the rat is apparent. Unfortunately, the means for destroying rats are not yet adequate and are sometimes very offensive, as when poisons are used. It is therefore the part of economy and of sound hygienic wisdom to adopt rat-proof construction now made practicable by the use of concrete for elevator basements and to build farm cribs in such manner as will prevent rats from gaining admission to them—a by no means difficult task.

The Illinois dealer will red-ring his calendar dates of June 7 and 8, to remind him that the annual meeting of the Illinois association will be held at Decatur on those days.

EDITORIAL MENTION

In the general crush of commodity freight advances grain has apparently been forgotten—for the moment.

If you don't fancy margining a cash deal, you can rid yourself of the inconvenient necessity by consigning your grain.

The administration railroad bill seems likely to become a law; and apparently it is an improvement on the Hepburn act.

Certain stockholders of "penalty clauses" farmers' companies in Nebraska are getting uneasy, having been legally advised that the attorney general has said that the clause is illegal and in violation of the anti-trust law of the state.

A phase of co-operation not commonly, or indeed, ever dwelt upon by Messrs. Messerole *et al.* is told in terse English by "A Farmer" in a North Dakota country newspaper that came by accident into our hands. As a plain man's view of co-operative promotion humbug it hits the bull's-eye. Read it.

A local report says that at a dealers' meeting at Lima, O., on the 6th, President Robinson urged the dealers to buy grain on its merits, on the ground that it would encourage the production and marketing of better grain. This is so true that there are those who are beginning to believe we shall not see a day of much better farming than the average of now unless dealers do reform their practice in this respect.

The Western debate on reinspection and rejection abuses in certain markets is bearing fruit. In Chicago and St. Louis, where the rules are rigid but where enforcement has sometimes been slack, both markets now require absolutely that grain must be reinspected and rejected by 11 o'clock a. m. of the day following day of sale. Other markets that are run on the "eight-day clock system" should take notice.

The National Farm Homes Association has been organized at St. Louis, the purpose of which is to raise a fund of a million dollars to buy and equip 640 model farms for "worthy applicants," the farms to be conducted under the supervision of skilled agriculturists. This is quite an original movement, and has been styled "Back to the farm" capitalized; but being a Missouri conception, it will probably require a diagram to make it intelligible to non-residents.

One of the smallest things Congress has done is to cut out the \$10,000 appropriation for the expenses of participation in the work of the International Institute of Agriculture at Rome. It is hard to characterize moderately and calmly the meanness of this petty act; for while the Institute may not be the most valuable institution on earth, participation in the comity of states which it represents is assuredly worth \$10,000 to the United States, whose Congress

sends more absurd and useless junketing parties around the world than all other nations put together.

The administration has substantially promised the "complete suppression" of the bucket shop. This may be hard on some sporty Kansas dealers; but in general it may be said that if the administration does indeed live up to such a pledge, many things will be forgiven.

As the summer approaches the greater the precautions necessary to guard against fire. Keep your premises free from weeds and unkempt grass plots as well as from cobs and smaller refuse; keep the windows in good condition, using wire-glass preferably to other kinds; and remove all combustible matter from the interior of the house. Cleanliness is a great enemy to fires of "unknown" cause.

In a Winnipeg court a policy holder lost his insurance money recently because he had ignorantly kept gasoline on the premises contrary to the terms of the policy. The court in giving judgment against the insured said that the defense was mostly technical, but the insured, having made the contract, must abide by its terms strictly. Neither the want of knowledge of the effect of the contract nor the carelessness of the insured to inform himself of its contents in any way helped him in his difficulty—he should have read his policy.

The Commerce Commission on the 12th "took the bull by the horns," and in spite of rulings of the U. S. Circuit Court of Appeals to the contrary has declared that the payment of any elevation allowances at Missouri River points is unlawful. Unless the Commission is overruled by the U. S. Supreme Court, the end of the allowance is at hand—a fruitful source of favor to certain private elevators, whose legal and ethical supports are of the most perplexing character, since the line where service ends and rebate begins is an exceedingly faint one and hard to determine.

The House committee on interstate commerce will on May 20 at Washington hear testimony and arguments for and against National inspection of grain. While it will be necessary for the exchanges and dealers' associations to be represented there in opposition to the bill, there is a suspicion that the hearing will be largely perfunctory. Chairman Mann is opposed to the bill and the principle; but of course all those restless people who want a change without knowing just what they do want in the way of a change will be there, and a counter irritant at least will be necessary.

The new Chicago Receivers' Association is the outgrowth of a condition that pressed very heavily on receivers about the time of the Burns-Yantis and Merritt & Co. failures. These occurred just on the eve of a holiday that extended in fact over three days. Deals in cash grain on the Chicago Board of Trade are always for cash, it being presumed that bills are paid on the same day on which the grain was delivered to the buyer. But, according to custom, the actual passing of the cash fre-

quently did not follow until the day following; and these firms failing on the holidays, or before checks had issued and could be cashed, receivers were badly caught by the firms' distress. The problem before the cash men and elevators is how to protect the trade against further accidents of this sort. One proposal was to bond the private elevators; but we believe no comprehensive and conclusive plan has as yet been worked out.

The McCray-Morrison fire, illustrated on the first reading matter page of this number, adds its testimony to the fire-proof quality of good concrete. The concrete drier of the firm was literally surrounded by fire; yet it needs only the replacing of certain apparatus to make it as useful now as ever it was. The behavior of concrete in this case, as has been said of another similar case, "corresponds exactly with the behavior of all the reinforced concrete structures that have passed through fire." To multiply words on the subject would not present a more graphic story than is told by the picture showing this structure standing intact among the ruins around of other buildings not made of concrete.

Commenting on the April raids in the East on the bucket shops, Chief Postal Inspector Cortelyou is quoted by the Philadelphia Ledger as having said: "It is a hard matter to get this class of men into prison where they justly deserve to be, for they have vast fortunes which they would willingly expend in fighting imprisonment." That is indeed the fact; and as to its truth we were but a day or two before reminded, in the statement of the Cincinnati Enquirer of April 21, that, "Judge Sater yesterday morning began hearing arguments in the matter of the attachment for contempt in the case of the Board of Trade of Chicago, Ill., vs. the O'Dell Stock and Grain Company, and others. The action was originally brought in the Circuit Court in June, 1905. . . . The final order, if any, will hardly be used against those now living, as they have gone out of the bucket shop business altogether." Such is American criminal law practice when the defendants have the money to pay lawyers to quibble interminably.

A "Study of the Economic Function of Produce Exchanges in the System of Production and Distribution" has been published by the Chicago Board as a beginning of a systematic publicity campaign. It is by Vice-President J. C. F. Merrill, and like all the public utterances of that gentleman, it is characterized by sound common sense, broad business wisdom, and exhaustive knowledge of the complexities of business on 'change as well as of the financial and physical intricacies involved in the distribution of the vast grain and provision crop of the world. The discouraging feature of all such efforts as that of Mr. Merrill is the great difficulty of getting economic literature such as this read where it is most needed—by the common people. With demagog newspapers daily and hourly deliberately and ignorantly hammering false views into their readers' minds, the man who hopes to improve social, business and moral conditions by asking men to consider such mat-

ters from the standpoint of reason and experience must feel that he is indeed battling against "the world, the flesh and the devil."

The Scott bill regulating transactions in cotton futures is not having very good sledding through Congress, and will probably find its way to the "dump" eventually, where it properly belongs. Mr. Scott further assures the Chicago Board of Trade that no effort will be made to enact legislation, at this session, at least, that will curtail trading in grain futures, no matter what the numerous yellow papers may print to the contrary. This is no guaranty, however, that the foolishness is not likely to break out again in the future, as congressmen are all liable to economic measles at any time.

The Atlantic ports import differential, to which our Philadelphia contributor has devoted some space on page 598, was passed upon tentatively by the Commerce Commission on the 10th, who rule that Baltimore, Philadelphia and Boston should be placed on a parity pending a full hearing of the subject next fall. This means a reduction of 2c in the import freight rate in favor of Philadelphia, making the rate to Chicago 67c from the ports named. Grain men are interested in this question only indirectly and as it may affect the asked-for readjustment of the export grain rates via North Atlantic ports.

The Kansas City men who approve and support the 100-lb. dockage rule, just pronounced unlawful by the Supreme Court of Missouri, justify their attitude by complaining that country shippers do not properly clean the cars they load; and add:

In Minneapolis, wheat is sifted for dirt and trash, the inspection certificate showing the amount obtained per bushel and giving the buyer accurate information as to what he is buying. In Chicago, St. Louis and a number of other markets deduction is made in the price, based on the buyer's judgment.

Very well, then, why not adopt the same system and dock each shipper on the basis of the condition of the grain he ships; why establish an arbitrary amount that is unfair to the careful shippers and particularly favorable to the careless and the dishonest? The Kansas City method encourages the shipment of dirt—the more of it the better, so long as the amount approximates 100 lbs.; the Minneapolis method discourages the practice because the shipper is penalized for his carelessness.

President Taft in his Pittsburg speech said that, "It is the view of the administration that the peculiar relations existing between Canada and the United States, with a boundary line of 3,000 miles in extent between them, justifies a different policy as to imports and exports between the two countries from that which obtains in regard to European and Oriental countries, and that if, by reciprocal arrangements we can make the commercial bond closer, it will be for the benefit of both nations." This is true; but, unfortunately, for more than 30 years every advance by Canada toward "reciprocal arrangements" with us has been repulsed by Mr. Taft's predecessors; until, as the Montreal Chronicle recently said, "Canada has discovered some at-

tractive conditions in other markets;" and a feeling of trade hostility has been created that is wholly abnormal and unnatural, but which is being intensified by the growing sentiment favorable to British imperialism that in Canada probably never would have become intense but for American official hostility to the Canadian advances and our senseless duty on Canadian grain and other farm products.

An Alabama bank whose teller used bank funds to speculate in cotton, sued the brokers for the sums lost, but failed to recover. The court held that as the teller had represented himself as the agent only of the real speculator, the brokers must be deemed to have acted in good faith and in ignorance of the wrongdoing of the teller. The court held also that it was the bank's officers' own negligence that was the direct cause of their loss, because they substantially withdrew all check on the teller in dealing with the moneys belonging to the bank and in his possession, thus making it possible for him to feloniously appropriate them for his own use. Louisiana Supreme Court in 49 Southern Reporter, 593, therefore announce this proposition as the law: that when money transferred to an honest taker has been obtained through a felony by the one transferring it, the honest taker who receives it without knowledge of the felony and in due course of business acquires a good title to it as against the one from whom it was stolen.

Just how much of the stuff sent out from Washington is true and how much is false is always a grave problem to one who is interested in knowing what is truth. And, so when one reads that the Department of Justice is secretly "investigating" the Chicago Board of Trade, and that Attorney-General Wickersham has a suspicion that "herein" [the "call" system of establishing prices bid on track between the call hour and 9:30 next day] "may lie a partial cause of the remarkable increase in cost of foods in the last few years"—one is somewhat bewildered; to the extent that by believing what he reads he may credit the chief law officer of the Nation with as dense ignorance of grain exchange functions as the reporters themselves exhibit. The "call," we now know, has broadened and not narrowed competition; and at the same time it has elevated the general moral tone of the exchange by closing the way to the manipulation of prices by local cliques and groups who before the call was devised were slowly but surely closing the general markets for cash grain to all others but themselves.

In Kansas City, as a rejoinder to repudiated contracts by Southern firms financially reputable, it is now proposed not only to incorporate the "cash" margin contract in the Board of Trades rules, but to add also to the contract that the buyer shall pay the elevator carrying charges on future shipments. The provocation to such drastic measures has probably been excessive. It cannot be disguised that both country shippers and interior distributors, under the present system, are becoming woefully lax in their reverence for contracts that are not profitable and are educating themselves to be content

with the practice of a type of Japanese business morality that did not characterize the old-time American business man, and is driving the grain trade to this hitherto unnecessary precaution against business immorality. One suspects, however, that if a few firms financially able to do so were to prosecute in the courts defaulters for the damages rightfully due, the moral influence on the trade generally would be as wholesome as any rule like that adopted at Kansas City and would in the long run be less impedimental to trade.

Geo. B. Powell, former chief clerk of the Chicago office of the Illinois Grain Inspection Department, now chief inspector for the Omaha Grain Exchange, is a new convert to the moisture test system and the Uniform Grade Rules. Speaking recently to the farmers at Lincoln, he said:

When the inspection of corn by per cent of moisture and per cent of dirt was first brought out by Mr. Schofield of the Department of Agriculture, and later by his successor, Mr. Shanahan, I had grave doubts of it ever being practiced; but I find now that it is the only measure of fairness to both shipper and buyer; and some concerted action should be taken by grain buyers to have it adopted. There is no reason to justify a grain buyer paying more to the farmer than he can get for his grain at a terminal market, and the time is fast approaching when all grain will be bought on the per cent of color, dirt, damaged kernels and water.

This is a very brave and generous confession for one who was inclined to believe that the thing was a fad—impossible. A few others still sit on the fence watching the procession, but as Mr. Powell says, "it's only a question of time," and this time will grow shorter just as rapidly as the system of buying corn on a "dry matter basis" seeps into the minds of country grain dealers; and another season like last February-April will wake up those of them who have not yet assimilated the argument therefor.

The British "opposition" seems determined to precipitate another tariff debate in Great Britain, by urging an import tax on flour and perhaps on all foreign grain except that originating or grown in the British colonies. This purported protection to British milling and favor to colonial farmers is all pure humbug. Taking the matter of British milling, "it is difficult for ordinary people to understand," says the American Miller, "why that industry needs protection (?) in a country where the milling capacity is rapidly approximating, if it has not already reached, the flour consuming capacity of the people and is also annually increasing its export trade. The shallowness of this plea of the necessity of aid at the custom house has been exposed by the milling and baking press alike, and is the more perplexing to defend in view of the fact that this fortunate condition of British milling has been reached without the aid of any factitious means, but by pure pluck and ability, in which English millers should take considerable pride and satisfaction, as most of them, indeed, do." As to the favor to the colonies, it is a mighty small one that would tax Canadian flour, say, and admit Canadian wheat free—a very clever way indeed of robbing Canada to enrich the old and well-worn soil of Britain by fertilizing it with milling offals that should be returned to Canada's own acres.

TRADE NOTES

C. J. Groat, Pacific Coast agent for the Huntley Mfg. Co., of Silver Creek, New York, has moved his office to 404 Concord Building, Portland, Ore.

The Williams Patent Crusher & Pulverizer Co., of St. Louis, Mo., has recently completed an alfalfa meal mill with a capacity of 100 tons in ten hours. This is the largest alfalfa mill in the world.

The Union Iron Works of Decatur, Ill., are experiencing a large increase this spring, over last year, on their orders for complete elevator equipments. All the departments in their factory are working full time.

The semi-annual meeting of the National Gas and Gasoline Engine Trades Association will be held at the Sinton Hotel, Cincinnati, Ohio, June 13th to 16th. L. F. Burger of Fairbanks, Morse & Co., Chicago, will deliver a paper on "Gas Producers" at the meeting.

Edgar P. Barrett of Marion, Kan., has become Southwestern manager for Sprout, Waldron & Co., of Muncy, Pa. Mr. Barrett has extensive acquaintance in the grain trade of the Southwest and knows conditions thoroughly and the machinery needs of the trade. He will prove a valuable man to Southwestern buyers.

"Graphite" for April contains its usual number of good things for the power user. An article on "Regulating the Speed of Steam Engines" by W. H. Wakeman, is concluded in this issue. There is also an article on "Difficulties and Dangers in Air Compressor Lubrication." The publishers are the Joseph Dixon Crucible Co., of Jersey City, N. J.

Booklet No. 38 issued by the Jeffrey Mfg. Co., of Columbus, Ohio, is on the subject "Jeffrey Conveying Machinery," and shows the general character of their machinery and its wide range of application. It illustrates their conveyors and devices for handling all classes of materials and shows different plants and installations with their machines at work.

Fairbanks, Morse & Co., of Chicago, Ill., will make a number of improvements and additions in their plant at Beloit, Wis., this summer. An annex to its gas engine machine shop will be built 158x200 feet; to the east side of the plant there will be erected a galvanizing plant 50x110 feet. The two buildings will add to the already large manufacturing plant a total of 38,600 square feet of floor space.

The Stephens-Adamson Mfg. Co., of Aurora, Ill., has sent us a small brochure on the subject of Modern Progress in Labor-Saving and Coal Handling Machinery. It contains illustrations of the well known "Jumbo" Steel Conveyors, "S-A" Belt Conveyors, and "S-A" Belt Conveyor Trippers. This line of machinery of the company's make has enjoyed wide sales the past months and rivals their grain handling machinery in popularity.

We have received catalogue No. 2 just issued by the B. S. Constant Company of Bloomington, Ill. It comprises some fifty pages and embraces all the specialties for which the company has become specially noted. Chief among these are the B. S. Constant Chain Grain Conveyor and Feeder, United States Corn Shellers, the Constant Safety Manlift and Constant "Little Giant" Grain Cleaner. These machines are now household words among the grain trade. The catalogue also contains illustrations of their full line of elevator and mill supplies with much useful information to the elevator owner and operator.

The St. Mary's Machine Co. of St. Mary's Ohio, in a small pamphlet being mailed to the trade call attention to the St. Mary's Duplex Gas Engines. These engines are designed to meet the demand for an economical and reliable power for driving alternators in paralleled or other electric service and also for general power. A number of recent testimonials tell what excellent work is being done by these engines. Besides the duplex engines, other popular engines of their make are the automatic, from 2 to 4 and 7 horsepower; single cylinder commercial from 8 to 80 horsepower; tandem engines

from 100 to 240 horsepower and twin tandem from 300 to 480 horsepower.

The B. S. Constant Co., of Bloomington, Ill., writes us that they have never enjoyed a larger sale for same time of any other year and especially on their B. S. C. Chain Feeder and Conveyor, U. S. Corn Shellers, Self-locking Rail Dumps and Ball Bearing Manlift. Improvements and better facilities for getting out the machinery, makes prompt shipments possible and they are very thankful to the trade for appreciating the advantages they offer, and sending in their orders early.

"Modern Wheat Sources" is the title of catalogue No. 24 just issued by the S. Howes Company, Inc., of Silver Creek, N. Y. The company has been building grain cleaners exclusively for more than fifty years and it has always been the aim of the company to build the most satisfactory grain cleaners that could be produced. The result of these efforts is the "Eureka" line and in this latest catalogue the "Eureka" Scourer is illustrated in detail and its general construction given. There are handsome halftones complete of the "Eureka" Improved Horizontal Scourer and Smutter; the "Eureka" Double Smutter and Scourer, and the "Eureka" Two-High Scourer. These machines are also described in full. The company is also mailing with the catalogue a very handsome halftone of the "Eureka" Improved Scourer on a calendar for May which it says is the "latest development in wheat scouring with scouring regulator, emery case and self-oiling bearings."

FUTURE DELIVERY SALES.

When there was a large surplus of wheat a few years ago Congress was urged by producers to enact legislation to eliminate speculation in agricultural products and some members of Congress were persuaded to introduce bills in both the House and Senate to prohibit contracts for the sale of such products for future delivery on exchanges. The reason given for the necessity of such legislation was that speculation tended to depress the prices of farm productions.

Since the shortage of agricultural supplies and the consequent rise in values, producers are content, while consumers are urging governmental interference and Congress is again persuaded to take up the matter on the ground that exchange trading in contracts for future delivery tend to enhance prices of farm productions and to create the high cost of living now so seriously contributing to the disturbance in affairs, industrial and commercial.

The fact is, speculative influence ordinarily has little effect upon values excepting in cases of manipulation which is forbidden in most exchanges and should be made impossible in all. Speculation in effect is simply improved trade machinery that in its use reduces the cost of distribution, as agricultural machines of improved sort have reduced the cost of farm production and improved methods of transportation have reduced the cost of haul.

Without these changed machines, methods and appliances international transactions in all ordinary farm commodities of the bulky sort would be confined to ocean ports, while in the interior they would be consumed there or left to decay in the field. To keep abreast of the times and in line with advanced civilization the most economic forms of production and most enlightened systems of distribution must be applied, or the people that fail will surely drop to the rear. Talk of business disasters attending speculation is unmistakably exaggerated. Investigation of this subject finds few reverses to be attributed to exchange speculation in agricultural commodities. The farmer speculates when he holds his products for a hoped-for rise in the markets. The real estate man speculates when he buys beyond his present use, and so do purchasers and holders of all property above requirements for immediate, practical need.

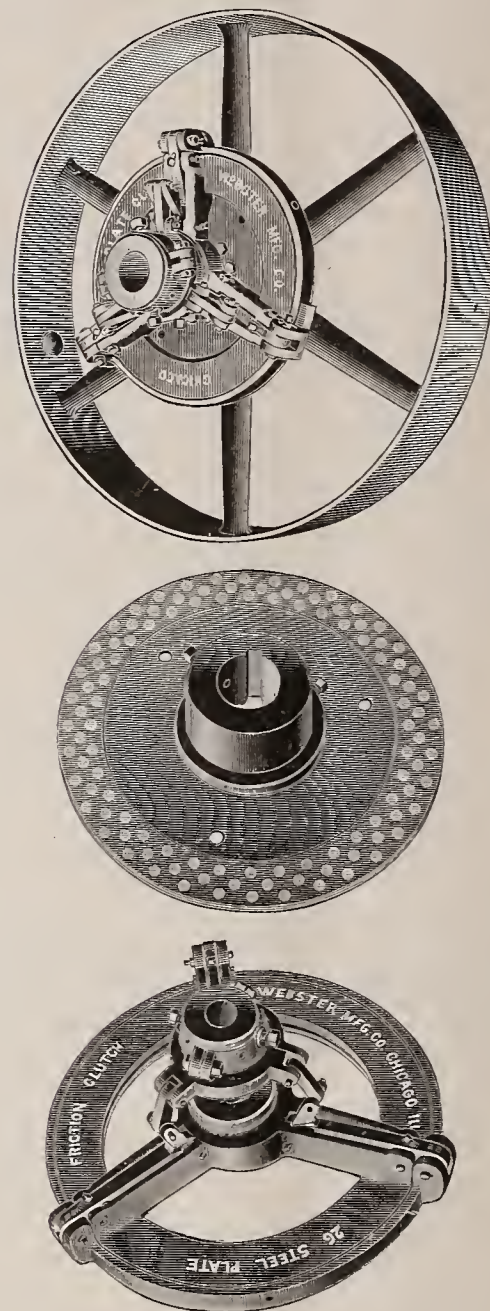
Some form of speculation is everywhere, in all material things. The great trouble is where people go outside of their vocation, into commodities or affairs that they too often know little of. An authority on the subject figures the record of failures through speculation, as the only cause, at less than one per cent of all.—Market Record.

A SERVICEABLE FRICTION CLUTCH.

The accompanying illustration shows the original Steel Plate Friction Clutch attached to pulley, manufactured by the Webster Mfg. Co., Chicago. The advantages of this type of friction clutch are obvious. It gives great power in a small space. It has a very large wearing space and is easily adjusted. When the friction surface becomes worn it can be easily replaced at a small expense.

The clutch is especially desirable for high speed work as the pressure is applied, not to the outer periphery, but to the sides of the steel plate surface. In this way the tendency of the friction surfaces to fly apart is avoided.

As the illustration shows, both sides of the steel



WEBSTER STEEL PLATE FRICTION CLUTCH.

plate are shod with heavy friction paper discs, and those discs are secured to the plate by numerous hard maple dowels. By thus combining in a friction surface the excellent qualities of both wood and paper when used against iron, an ideal clutch is produced.

In operating the clutch, as the lever is reversed the toggle mechanism forces the cast iron rings against both friction surfaces of the steel plate, thus picking up the load gradually. When the lever is entirely thrown in the clutch is carrying the full load.

The toggles and toggle pins on all clutches are of steel. All cut off clutches as well as clutch pulleys are brass bushed.

Poor farms in Kansas, not needed for their original purpose, are to be converted into experiment station farms, and cultivated by the State Agricultural College.

From the standpoint of food value barley is ahead of other crops. Compared with bran at \$20 a ton the average yields per acre of food value are as follows: barley, \$13.25; oats, \$9.91; wheat, \$8.83; flax, \$6.35.

THE PESSIMISTS.

Senator McCumber, speaking in the senate on the grain schedule of the tariff bill, said: "While in my judgment the prices for grain are not high enough to give the farmer much, if any, profit, there is much complaint among the consumers about high prices. Now the fact is, wheat should sell at \$1.50 per bushel or higher to put the grain grower on the same plane as the manufacturer, who has advanced his prices enormously. It would be most unjust to remove the duty on grain and flood our country with the cheap grain of Argentine and Canada. The farmers of my state have to pay help \$40 per month and board and during the harvest season, hands cost \$2.50 and \$3 per day with board. Compare this with the wages paid in free trade England where the farm hand gets \$150 per year with board and on the Continent wages vary from \$50 to \$90 per year with board. The removal of the tariff on grain will ruin the farmers of the state."

Oh dear; oh, dear!

"High as farm products are this season, S. M. Jordan, the Missouri corn man, has calculated that the farmers in Missouri on an average have cleared only seventy cents an acre on corn in the last ten years. The average yield of corn to the acre in Missouri in the last ten years is 28.8 bushels, which is 1.4 bushels more than the average last year. The average price of corn in Missouri for the last ten years is a little less than forty-five cents a bushel. At this price the corn that grew on an average acre at the average market price would bring only \$12.96. Mr. Jordan says that the best and, perhaps, the most conservative estimate of the cost of producing an acre of corn in Missouri is \$12.26. This leaves a net gain of seventy cents to the acre. A man with a hundred acres of corn cleared only \$70, provided his land produced only an average crop for the state."—Kansas City Times.

"Pity the poor farmer!"

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of March, 1910, and for the nine months ending with March, 1910, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	MARCH, 1910.		NINE MONTHS, ENDING MARCH	
	1903	1910	1903	1910
Exports—				
Barley, bu.	181,999	24,829	6,233,687	4,157,820
Buckwheat, bu.	31,880	15,618	32,087	155,037
Corn, bu.	4,855,622	5,229,192	29,158,170	29,016,381
Corn Meal, bbls.	130,774	21,133	364,297	247,142
Oats, bu.	34,495	160,922	1,418,387	1,022,734
Oatmeal, lbs.	2,251,766	620,378	11,495,752	13,758,310
Rye, bu.	94,482	28	1,264,737	202,991
Rye Flour, bbls.	219	238	2,780	2,905
Wheat, bu.	1,728,053	1,203,708	63,225,941	40,614,434
Wheat Flour, bbls.	825,962	533,033	8,894,502	7,462,013
Bran, Millfeed, etc., tons.	2,572	3,293	32,546	40,608
Dried Grains, etc. tons	6,636	3,816	53,015	44,123
Malt, bu.	16,738	17,439	127,318	105,322
Oil Cake and Oil-Cake Meal—				
Corn, lbs.	5,702,594	4,001,476	39,493,075	36,952,681
Flaxseed or Linseed lbs.	72,974,811	49,144,979	531,679,367	479,765,874
Rice, lbs.	122,232	183,671	1,201,925	2,150,490
Rice Bran, Meal, etc., lbs.	360,900	595,285	17,894,038	19,178,479
Clover Seed, lbs.	1,949,621	342,955	15,375,105	6,583,498
Flax Seed, bu.	81	45	880,205	64,787
Timothy Seed, lbs.	3,252,797	3,403,219	20,446,694	23,489,036
Other Grass Seed, val.	\$17,106	\$23,674	\$124,051	\$536,551
Beans, etc., bu.	27,709	31,925	235,349	305,001
Imports—				
Oats, bu.	620,046	218,425	4,330,686	843,623
Wheat, bu.	1,153	5,551	32,817	39,342
Wheat Flour, bbls.	7,353	19,000	47,723	97,668
Rice, lbs.	10,512,796	10,153,918	60,202,058	60,477,267
Rice, Bran, Meal, etc., lbs.	9,455,994	11,662,101	94,338,823	101,590,504
Castor Beans, bu.		58,753		595,770
Clover Seed, lbs.	2,355,214	1,323,750	10,640,943	11,312,051
Flax Seed, bu.	10,235	691,245	51,369	1,753,589
Beans, etc., bu.	468,197	111,100	2,031,960	837,742

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 7, 1910, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending		For Week Ending	
	May 7	May 8	Apr. 30	May 1
	1910.	1909.	1910.	1909.
Wheat, bushels.	1,012,000	391,000	1,115,000	922,000
Corn, bushels.	450,000	494,000	221,000	333,000
Oats, bushels.	125,000	4,000	2,000	1,000
Rye, bushels.			2,000	
Barley, bushels.	23,000	18,000		
Flour, barrels.	95,300	189,700	145,200	100,100

Eril Canal rates to eastward have stiffened* to 4¼ to 4½ on wheat to New York.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1910:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	123,628	50,238	75,247	19,343
Corn, bushels.	238,396	705,996	780,450	808,970
Oats, bushels.	179,730	221,131	140	226
Barley, bushels.	750	3,931		
Rye, bushels.	31,782	21,673		
Timothy Seed, lbs.	2,191		1,435	707
Clover Seed, lbs.	1,149	2,618		
Hay, tons.	6,669	4,503	2,423	1,226
Flour, barrels.	149,714	143,884	75,807	47,413

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Flour, barrels.	153,709	129,954	58,845	35,103
Wheat, bushels.	233,600	414,480	317,873	470,539
Corn, bushels.	354,804	300,723	234,584	431,367
Oats, bushels.	322,503	273,880	17,850	2,944
Rye, bushels.	24,778	11,441		
Barley, bushels.	52,733	16,570	41,686	18,693
Flaxseed, bushels.				
Peas, bushels.	1,145		1,000	
Millfeed, tons.	1,203	2,303	114	78
Corn Meal, barrels.	405	3,075	240	1,846
Oat Meal, cases	43,813	14,132	22,123	18,110
Oat Meal, sacks.	25,520	13,979	15,484	12,705
Hay, tons.	11,030	7,940	1,750	520

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	557,500	757,500	1,010,464	1,513,992
Corn, bushels.	3,975,350	2,968,350	5,329,348	5,156,774
Oats, bushels.	5,781,900	5,527,850	5,428,082	5,147,949
Barley, bushels.	2,151,764	1,486,500	703,890	741,274
Rye, bushels.	77,000	97,000	44,721	75,499
Timothy Seed, lbs.	4,410,254	4,163,274	4,397,602	1,430,641
Clover Seed, lbs.	233,138	532,308	172,458	417,987
Other Grass Seeds, lbs.	2,198,621	2,597,619	3,717,250	5,269,464
Flax Seed, bushels.	75,200	45,000	18,999	3,503
Broom Corn, lbs.	337,464	237,812	380,982	329,757
Hay, tons.	22,684	16,340	3,516	1,359
Flour, barrels.	496,108	673,249	413,552	598,390

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	195,611	255,325	189,176	225,658
Corn, bushels.	789,244	536,925	502,023	313,570
Oats, bushels.	553,970	382,680	354,078	200,850
Barley, bushels.	52,762	14,120	1,066	28
Rye, bushels.	64,732	25,140	25,120	16,040
Malt, bushels.	165,000	147,066	52,600	31,646
Timothy Seed, bgs.	1,753	129	4,440	5,587
Clover Seed, bgs.	2,579	1,438	6,720	6,781
Other Grass Seed, bgs.	8,540	8,922	11,849	11,115
Hay, tons.	16,554	12,645	13,568	9,097
Flour, bbls.	105,094	122,739	69,616	69,800

DETROIT—Reported by F. W. Waring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	31,770	186,011	7,548	
Corn, bushels.	61,539	102,506	155,586	78,282
Oats, bushels.	193,722	212,143	19,671	19,400
Barley, bushels.	17,171	30,033		
Rye, bushels.	5,065	12,813	45,696	3,800
Flour, barrels.	12,354	18,985	21,984	29,650

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	2,670,308	1,148,939	3,467,443	170,648
Corn, bushels.		17,107		95,000
Oats, bushels.	637,055	124,528	1,233,516	101,097
Barley, bushels.	466,486	199,964	1,043,975	690,087
Rye, bushels.	38,812	1,359	25,000	4,000
Flax Seed, bushels.	123,440	119,338	184,232	49,499
Flour, bbls.	282,500	120,650	295,880	31,800
Flour, bbls., Produced.	44,120	34,600		

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.			16,000	
Corn, bushels.			389,125	

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	1,053,800	1,381,600	238,700	1,896,400
Corn, bushels.	1,210,950	552,000	1,520,300	967,100
Oats, bushels.	312,000	448,500	373,500	646,500
Barley, bushels.	5,500	57,200	5,500	12,100
Rye, bushels.	2,200	4,400	1,100	3,300
Flax Seed, bushels.				1,000
Hay, tons.	18,972	14,976	7,224	4,104
Flour, barrels.	6,000	17,250	155,500	182,000

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	609,990	272,800	324,332	228,133
Corn, bushels.	336,610	338,800	581,878	741,504
Oats, bushels.	798,800	559,500	774,175	435,603
Barley, bushels.	897,000	491,400	207,455	559,846
Rye, bushels.	63,240	76,000	20,934	100,336
Timothy Seed, lbs.	1,132,953	1,308,801	150,000	204,685
Clover Seed, lbs.	77,465	419,250	150,000	494,495
Flax Seed, bushels.	40,800	15,600	1,200	
Hay, tons.	2,618	1,686	55	64
Flour, bbls.	296,020	235,100	326,451	350,459

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	291,681	91,745	899	3,173
Corn, bushels.	61,879	16,278	4,160	
Oats, bushels.	113,586	150,645	48,709	42,022
Barley, bushels.	54,929	34,920		1,304
Rye, bushels.		449		
Flax Seed, bushels.	6,679	67,507		
Flour, bbls.	13,358	18,551	45,068	50,300

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.	1,329,600	598,800	822,304	300,571
Corn, bushels.	602,475	752,625	1,133,941	659,895
Oats, bushels.	1,270,325	1,957,698	9,997	48,861
Barley, bushels.	76,500	79,050		10,410
Rye, bushels.	3,450	4,600	18,366	
Timothy Seed, lbs.	767	880	636 bgs	540 bgs
Clover Seed, lbs.			255	181
Flax Seed, bushels.	1,000,865	162,500		
Hay, tons.	24,360	25,620	21,488 bl's	5,585 bl's
Flour, bbls.	502,253	431,531	189,493	174,698

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	178,800	309,600	211,000	309,000
Corn, bushels.....	1,703,100	1,735,800	2,141,000	1,867,000
Oats, bushels.....	289,600	579,200	555,500	682,500
Barley, bushels.....	6,000	7,000	8,000	3,000
Rye, bushels.....	23,000	45,000	7,000	27,000

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Charles McLane is erecting a large elevator in Erie, Ill.

Construction work on the new elevator at Galva, Ill., has commenced.

C. A. Bunyan is iron-cladding his elevator at Hammond, Piatt County, Ill.

Rapid progress is being made on the new elevator for Young & Wood in Bismarck, Ill.

A 20-horse power engine will be installed in the elevator at Harpster, Ford County, Ill.

Beggs & Lewis have razed the old elevator in Murrayville, Ill., and will erect a new one.

A committee has been appointed to solicit \$13,000 stock for a farmers' elevator in Minonk, Ill.

Fred Arnold has purchased the elevator in Woodbine, Ill., which has been idle for three years.

The Findlay Grain & Coal Co., of Findlay, Ill., has increased its capital stock from \$6,000 to \$13,000.

Two elevators may be erected by farmers along the interurban between Ottawa and Streator, Ill.

The Illinois Grain Elevator Co., of St. Louis, Mo., has been chartered in Illinois to employ \$10,000 capital.

The elevator for the B. P. Hill Grain Co. in Haldane, Ill., has been completed. The capacity is 18,000 bushels.

Construction work has been commenced on the new 30,000 bushel elevator for Turner, Hudnut & Co. in Kilbourne, Ill.

Work on the St. Joseph Grain Co.'s Elevator, St. Joseph, Ill., is progressing rapidly. The cupola has just been finished.

The H. A. Hillmer Co.'s Elevator in Freeport, Ill., has been practically completed. It has a capacity of 1,400 tons of grain.

George Sathoff has purchased a Hall Signaling, Non-mixing Grain Distributor for the Danvers Elevator Co., Danvers, Ill.

A Hall Signaling, Non-mixing Grain Distributor will be installed by the Neponset Farmers' Grain Elevator Co. of Neponset, Ill.

The Darrow Farmers' Grain Co., of Darrow, Ill., has been incorporated with \$10,000 capital to deal in grain, coal, building materials and farm supplies.

The P. H. Pelkey Construction Co. of Chicago, has ordered a Hall Signaling, Non-mixing Grain Distributor to be shipped to the Weller Manufacturing Co.

The Campus Grain Co., of Campus, Ill., has increased its capital stock from \$8,000 to \$12,000 and the number of directors has been decreased from nine to seven.

The Farmers' Mill Co., of New Burnside, Ill., is building an office and storage for flour. The old office in the rear of the mill has been razed and an elevator will soon be erected on the site.

The Ike Livingston Grain Co., of Bloomington, Ill., has been incorporated with \$6,000 capital to deal in grain, fuel and other merchandise by Isaac Livingston, Harry K. Livingston and L. E. Slick.

The Waynesville Grain Co., of Waynesville, Ill., has been incorporated with \$5,000 capital to deal in grain, feed, fuel, lumber, building material, etc., by W. T. Marvell, H. C. Longbrake and Otis C. Marvell.

The Mound City Mill Company of Mound City, Ill., has been incorporated with \$10,000 capital to do a general milling business and deal in grain by L. C. Perks, M. F. Browner, and G. W. T. Seifert. An elevator may soon be erected.

Melvin H. Cooley and wife, Ethel M. Cooley, owners of an elevator at Reddick, Ill., have made a voluntary assignment, with \$20,000 liabilities and assets of \$12,000. Unfortunate board of trade speculations are said to be the cause.

A. W. Constance and N. A. Seymour of Lancaster, Ill., have consolidated their business under the name of the Union Coal, Ice & Grain Co. The concern will be incorporated with \$13,000 capital and the offices in Lancaster and Clinton, Ill., will be maintained.

The capital stock of the Strawn Farmers' Elevator Co., Strawn, Ill., will be increased from \$12,500 to \$22,500. The money received from the new stock will be used to pay the indebtedness of the concern so that it may resume business in Strawn and Risk, both in Livingston County, Ill.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following recent changes among grain dealers of Illinois: S. L. Peterson & Co., sold out, elevator vacant, Benson; T. D. Pletsch & Co., brokers, Bloomington; H. J. Wykle, Metamora; Rudy & Engelshall, Lisle, between Downers Grove and Naperville; C. H. Feltman, commission merchant, Peoria; Riordan & Pfundstein succeed G. W. James, Erie; Ford & Ford,

Walnut Grove; Woodland Farmers' Elevator Co. succeeds J. W. Webster, Woodland; J. W. Irwin operates elevator at Longview; Ashkum Farmers' Grain & Lumber Co. succeed M. R. Meents & Son, Ashkum; John Quinn, Arcola; B. B. Tackwell succeeds Paxton Grain Co., Paxton; T. H. Pletsch & Co. (mail Bloomington) succeed D. Pletsch & Son, Parnell; T. H. Pletsch & Co., Hallville; W. T. Hardin succeeds J. L. Parrish, Deland; J. C. Bane & Son, Arrowsmith; C. L. Wood & Co. succeed George C. Tjardis, Derby; Henry Wendell, Forrest; F. E. Sharp, Blandinsville and Warsaw.

IOWA.

John Woodle is building a new grain office in Northboro, Iowa.

B. R. Patterson has sold his grain business in Mitchellville, Iowa, to Charlie Craig.

J. A. Musson has sold his grain and coal business in Audubon, Iowa, to the Northup Bros.

J. A. Wade has purchased the grain elevator near Promise City, Iowa, from J. S. Alexander.

The Reliance Elevator Co. will rebuild its elevator in Hobart, Kossuth County, Iowa, in the near future.

The Farmers' Elevator Co., of Winfield, Iowa, will erect an elevator at the Iowa Central depot in that place.

Christ Johnson of Humboldt, Iowa, has rented the elevator of the White Bros. in Arnold, Humboldt County, Iowa.

Joe Pepperling has sold his interest in the elevator at Bradford, Franklin County, Iowa, to Mr. Gerhke of Buckeye, Iowa.

The recently organized Farmers' Elevator Co. at Bancroft, Iowa, has decided to buy Sudmeier & Winkel's Elevator at that place.

The Geneva Elevator Co., of Geneva, Iowa, which was recently incorporated, has purchased the Warnke Bros.' Elevator at that place for \$2,000.

The Farmers' Elevator Co., of Inwood, Iowa, has been incorporated with \$10,000 capital by A. O. Anders, T. E. Moerr, M. H. Bahnson and A. Christenson.

The indications are that the promoters will soon be successful in their efforts to organize a farmers' elevator company in Germania, Iowa, with \$25,000 capital.

The Bosch-Ryan Elevator and site in Marion, Iowa, have been sold to the United States Fidelity & Guaranty Co. for \$25,000. The purchase was made to protect purchaser on bond.

The Whittemore Farmers' Elevator Co., which was recently organized in Whittemore, Iowa, has purchased the Logan Elevator at that place for \$4,500. The transfer will be made June 1.

WESTERN.

It has been definitely decided to erect an elevator in Stratton, Colo.

G. C. Carroll and C. C. Robinson plan to erect a wheat elevator in Sheridan, Wyo.

Sentiment is being aroused for the erection of an elevator in Mildred, Custer County, Mont.

It is probable that another elevator will be erected in Lakeside, Valley County, Mont., in the near future.

A grain elevator will soon be built in the new town of Nihill, near Lewistown, Mont., on the Billings-Northern railroad.

The Ashton Milling & Elevator Co., of Ashton, Idaho, will equip their elevator with a Hall Signaling, Non-mixing Grain Distributor.

E. E. Jordan of Wibaux, Mont., who is associated with a party of capitalists, has secured a site in Baker, Mont., for an elevator and it will be erected at once.

W. L. Horner of Granville, N. Dak., has made application for an elevator site in Great Falls, Mont., with the purpose of engaging in the grain and lumber business.

The C. A. Smurthwaite Produce Co. has purchased a building site in Trenton, Cache County, Idaho, and will erect a steel elevator of 150,000 bushels' capacity.

The Oregon Mill & Grain Co., with principal office in Baker City, Ore., has been incorporated with \$50,000 capital by Warder W. Stevens, Charles Stout and Thomas N. Braxton.

Kerr, Gifford & Co., exporting grain firm, plan to erect a large elevator, cleaning, mixing plant and feed mill in Lewiston, Idaho. The concern now operates twenty-three warehouses.

The St. Anthony & Dakota Elevator Co., has purchased two lots in Havre, Mont., for \$6,000. A lumber yard will be installed and it is probable that later on an elevator will be erected.

M. B. Lytle has sold his big independent elevator in Lewistown, Mont., to a farmers' company for \$15,000. The organization will have a working capital of \$10,000. Mr. Lytle will retain an interest in the

company. The elevator has a capacity of 40,000 bushels. There are more than 150 stockholders. Edward McDonald is president and D. C. Walker, secretary.

The Colorado Milling & Elevator Co., of Denver have ordered a Hall Signaling, Non-mixing Grain Distributor and Hall Non-chokable Boot to be installed in the plant at East Lake, Colo.

The storage facilities of the Fisher Flouring Mills Co., in Seattle, Wash., will include twenty-one tanks, 75 feet high and 18 feet in diameter. The capacity will be 350,000 bushels of wheat. The structure will be of concrete and brick.

The town of Vancouver, Wash., on the Columbia river, seven miles from Portland, Ore., will be a factor in the grain shipping statistics of the Pacific coast commencing next fall owing to the necessity of the Hill railroads to provide warehouses for grain to be brought from Eastern Washington and Idaho wheat fields by Hill's North Bank railroad in competition with the Harriman line on the south bank of the Columbia river.

The Northern Pacific railroad has granted elevator sites in Terry, Mont., to the Farmers' Elevator Co., of Wibaux, Mont., controlled by Schuster Bros., and to J. H. Dean of Lemmon, S. D. The two concerns will furnish ample storage room for the grains raised in that section this year. It is understood that the Lytle company of Miles City, Mont., will build an elevator in Terry for storing feed. The structures will be erected during the summer.

MISSOURI, KANSAS AND NEBRASKA.

The new elevator in Waco, Neb., has been completed.

A 15,000-bushel elevator will be erected at Macksville, Kan., by Ralph Northrop.

A farmers' elevator company has been organized at Norway, Republic County, Kan.

Farmers in the vicinity of Wynot, Neb., are agitating for a farmers' elevator company.

The Bush Bros.' Elevator at Creighton, Neb., has been purchased by Matt and Frank Wagner.

The Bullard Lumber Co. has razed its old elevator in Culbertson, Neb., and will erect a larger one.

The plant of the Sedan Mill & Elevator Co., of Sedan, Kan., has been traded for 570 acres of land in Arkansas.

The Ulysses Grain Co., of Ulysses, Neb., will install a Hall Signaling Non-mixing Grain Distributor in its elevator.

A Hall Signaling Non-Mixing Grain Distributor was ordered by Fairbanks, Morse & Co. to be shipped to Oakland, Neb.

The Saronville Grain Co., of Saronville, Neb., has been incorporated with \$20,000 capital by E. C. England and Gordon Roth.

The new grain elevator in Ruskin, Neb., has been completed and is now in operation. This makes the third elevator for Ruskin.

The Mississippi Valley Elevator and Grain Co., of St. Louis, Mo., will issue bonds to the amount of \$100,000 to enlarge their plant.

The Peterson Grain Co., of Phillips, Neb., has been incorporated with \$20,000 capital by A. P. Peterson, Gordon Roth and others.

The directors of the Farmers' Elevator at Iuka, Pratt County, Kan., met recently and decided to install a new 10-horse power engine.

The Hampton Grain Co., of Hampton, Neb., has been incorporated with \$20,000 capital by C. J. Cartensen, E. Stockham and Gordon Roth.

The J. Sidney Smith Grain Co., of Omaha, Neb., has been incorporated with \$10,000 capital by J. Sidney Smith, Perry C. Smith and Louis N. Reis.

The Farmers' Elevator Co. has purchased four acres of land in Offerle, Edwards County, Kan., and will erect an elevator of 25,000 bushels capacity.

Farmers recently held a meeting in Chester, Neb., and decided to establish an elevator. Henry Kuhlman was elected president and William Duey, secretary.

Farmers in the vicinity of Leshara, Saunders County, Neb., are organizing an elevator company. It is planned to commence construction work at once.

The Farmers' Elevator Co., of Palmyra, Neb., has been incorporated with \$25,000 capital by H. L. Levere, C. F. Reed, B. F. Hannan, E. C. Rudge and J. P. Mahoney.

The new elevator at Greenburg, Kan., built by M. J. Travis & Co., of Kansas City, Mo., is equipped with a No. 3 U. S. Fan Discharge Corn Sheller and a 50-foot Constant Manlift.

Rapid progress is being made in the erection of the Farmers' Grain & Live Stock Co. Elevator in Oakland, Neb., and it is likely that the structure will be completed by June 1.

The Shellabarger Mill & Elevator Co., of Salina, Kan., has purchased twenty-one elevators from the Peavey Grain and Elevator Co. of Minneapolis and the Midland Company of Kansas, the latter being a

branch of the Peavey Company. This gives the Shellabarger Company thirty-four elevators in the state.

The Commercial Association of Palmyra, Mo., recently conferred with officials of the Burlington Railroad in that city and arranged for building sites for two new grain elevators.

The Elwell Elevator in Springfield, Neb., has been purchased by W. M. Kieck and L. C. Johnson for \$7,500. The firm of Kieck & Johnson has operated the elevator under lease for several months.

The Whitmore Bros.' Co., of Valley, Neb., has incorporated for \$100,000 to conduct a general grain and live stock business. The incorporators are William G., Frank, Fred H. and James D. Whitmore.

The Maney Milling Co., whose plant in Omaha, Neb., was destroyed in the recent big fire, will rebuild without delay. In addition to mills a warehouse and elevator with 100,000 bushels' capacity will be erected.

The Stidham Grain Co., a Nebraska corporation, has purchased the Union Grain & Elevator Co.'s elevator at Council Bluffs, Iowa, and will also do a general cash grain business at Omaha as member of the Omaha Grain Exchange.

Kaumans Bros., of Montrose, Mo., have completed a new elevator, which is equipped with machinery manufactured by the B. S. Constant Co., of Bloomington, Ill. The equipment includes a No. 4 U. S. Fan Discharge Corn Sheller, B. S. Feeder and Conveyor and Constant Manlift.

Owing to the discouraging outlook in the wheat belt of the Northwest, Kansas and Nebraska, it is probable that construction work will not be started on the proposed public terminal elevator for St. Joseph, Mo., this season. Charles Pasche, president of the First National Bank, of St. Joseph, who was actively engaged in promoting the project, stated that it is not likely that efforts will be made to start construction work for several months.

MINNESOTA AND WISCONSIN.

A grain elevator is being erected in Aitken, Minn.

The Atlantic Elevator at Mapelake, Minn., is undergoing repairs.

The Reliance Elevator in Milan, Minn., has been closed for the season.

The Eagle Elevator in Sleepy Eye, Minn., has recently undergone repairs.

Work on the superstructure of the new elevator in Renville, Minn., is now under way.

F. C. Myers has purchased the H. L. Walkup Elevator at Foxhome, Minn., and is now in possession.

The buildings of the Farmers' Elevator Co. in Waseca, Minn., will be moved to a new site at that place.

The Stedman Elevator Co. is building a warehouse for flour and feed near the elevator in Sauk Center, Minn.

Byrnes Bros.' elevator in Huntley, Minn., was broken into recently and flour and feed to the value of \$35 stolen.

W. E. I. Crozier of St. Cloud, Minn., will erect a potato elevator in Monticello, Minn., with capacity of 10,000 bushels.

J. M. Cashel, manager of the North Dakota Grain Co., has sold his interest in the elevator at Superior, Wis., to local men.

A number of Chippewa Falls, Wis., men are planning to build an elevator and hay warehouse in Wilson, Wis., this summer.

Elevator "E" operated by the Milwaukee Elevator Co., in Milwaukee, Wis., and controlled by the Armour interests, will be closed.

The United Grain Co., of Minneapolis, Minn., has rented the Reinhardt Elevator in Bird Island, Minn. Albert Reinhardt will have charge.

E. E. Bulen has sold his elevator in Nerstrand, Minn., to Charles Rowe, manager of the Farmers' Elevator in Kenyon, Minn., for \$3,800.

A. P. Nelson, whose elevator in Grove City, Minn., was destroyed by fire recently, has leased the St. Anthony & Dakota Elevator at that place.

Elevator "B" of the St. Paul road in Minneapolis, Minn., which has storage capacity of 1,000,000 bushels, will be razed to make room for down town terminals.

The Shawano County Equity Elevator Co., of Belleplaine, Wis., has been incorporated with \$2,000 capital by W. J. Krueger, W. E. Merriam and E. S. Hildemann.

T. A. Samis, secretary and manager of the State Elevator Co., has been in Silverlake, Minn., negotiating with farmers for the purchase of the local state elevator.

The 800,000-bushel capacity elevator of the Omaha Railway Co. in Washburn, Wis., has been razed. The elevator was erected twenty-five years ago and for many years was operated by the Nye-Jenks in-

terests. For the last three years the plant has been idle.

A farmers' elevator is to be erected in Odessa, Minn. The directors are W. L. Gloege, John L. Karels, Frank Oestreich, Pete Storm, A. Zarbock and J. C. Cans.

The elevators in Traverse Siding, Nicollet County, Minn., have consolidated and will hereafter be operated under one management, Mr. Briggs having sold his elevator.

The Winthrop Grain & Mill Co., of Winthrop, Minn., has been incorporated with \$50,000 capital by C. S. Johnson, C. A. Benson, C. E. Larson, Henry Kiesling and L. J. Larson.

Farmers in the vicinity of Ferris, Hubbard county, Minn., have incorporated the Tri-County Producers' Co-operative Association and will build a warehouse. The capital stock is \$25,000.

The new Pillsbury elevator in Minneapolis, Minn., will soon be completed. The grain will be handled by electric machinery throughout, which is arranged to care for the unloading of 170 cars a day. The steel in the building weighs 700 tons.

THE DAKOTAS.

V. A. Anderson is making repairs on his elevator in Clark, S. D.

Emrys Lloyd has started construction work on an elevator at Beach, N. D.

Betts & Smith have sold the Columbia Elevator in Alpena, S. D., to John Feick.

Construction work has been commenced on the new elevator at Frankfort, S. D.

The Monarch Elevator at Cooperstown, N. D., has been purchased by O. E. Thorn.

Organization of a new elevator company for Westport, S. D., has been about perfected.

The Lyon Elevator in Barney, Richland County, N. D., has been purchased by local men.

A gasoline engine has been installed in the Independent Elevator Co.'s plant at Eureka, S. D.

Construction work on the new farmers' elevator for Reeder, N. D., will be commenced at once.

The old elevator of C. W. Derr in Turton, S. D., has been razed and a new structure will be erected.

The Van Dusen Elevator Co. contemplates extensive improvements on its elevator in Redfield, S. D.

The Brady Elevator in Westport, S. D., has been closed down the last month while undergoing repairs.

The Imperial Elevator at Grand Forks, N. D., will be closed until fall. O. G. Fuller has resigned as agent.

The Farmers' Equity Elevator Co., of Logan, Ward County, N. D., has been incorporated with \$10,000 capital.

The new elevator company at Houghton, Brown county, S. D., has decided to erect a 40,000-bushel structure.

J. L. Jones of Minneapolis, Minn., recently visited Mott, N. D., to look over a site for the erection of an elevator.

The new elevator for George Silvius in Buffalo Springs, Bowman County, N. D., is now in course of construction.

J. W. Surber has purchased the farmers' elevator, feed, wood and coal business in Cando, N. D., and is now in possession.

The elevator at Bisbee, N. D., of the Heising Elevator Co., which was razed, is being erected in Fero, Pierce County, N. D.

Emil Nelson, whose elevator at Souris, N. D., was destroyed by fire last winter, has purchased an elevator in Hoven, S. D.

Albert Jaqua has been granted trackage for a new elevator which he will erect in Tokio, Benson County, N. D., this year.

The old McCabe Elevator at Lansford, N. D., has been razed and it is understood that two more grain houses at that place will be dismantled.

The Farmers' Elevator Co., of Arvilla, Grand Forks County, N. D., has purchased the St. Anthony & Dakota Elevator at that place for \$5,800.

A company has been organized at White Lake, S. D., to establish and operate a farmers' elevator. Herman Suelflow is president and John Oaks, secretary.

The Farmers' Grain & Milling Co., of Mayfield, N. D., has been incorporated with \$25,000 capital by Thomas A. Hillyer, M. L. Elken, K. S. Groth and others.

W. A. Hart and Harve Robinson will erect a large modern elevator in Butte, Oliver county, N. D. Mr. Hart formerly was connected with the Thorpe Elevator Co.

The Farmers' Elevator Co., a newly organized Milton, N. D., concern, has taken over the interests of the Imperial Elevator Co., at that place, the consideration being \$4,000. The property consists of

an elevator, flour and coal sheds and the sale marks the retirement of the line company from the local field.

George Brown and Jesse Jones have purchased the new elevator formerly owned by the Jones Bros. Grain Co., in Lily, S. D., and will operate it.

The elevator which has been in course of construction at Ravinia, the new town between Wagner and Lake Andes, S. D., has been completed.

Rapid progress is being made in the erection of the new elevator at Hazelton, Emmons County, N. D., and it will be completed in time to handle the fall crops.

It has been decided to incorporate the new Farmers' Elevator Co. of Milton, N. D., for \$25,000. C. W. Plain has been elected president and H. G. Halvorsen, secretary.

The Hampden Farmers' Elevator Co., of Hampden, N. D., has been incorporated with \$25,000 capital by Nels Pearson, Ludwig Anderson and Martinson Martenson.

Consolidation of the two grain elevators in Running Water, S. D., was recently effected, H. Garvert assuming management of the two plants for the King Company.

At the regular annual meeting of the Buxton Farmers' Elevator Co., in Buxton, N. D., in June a proposition will be made to increase the capital stock to \$10,000.

The Equity Farmers' Elevator Co., of Coalharbor, McLean County, N. D., has been incorporated with \$20,000 capital by Fred Riebhoff, Albert Anderson and John W. Caldwell.

The Great Northern railroad will build a spur about two miles west of Lignite, Ward County, N. D., for the accommodation of the farmers who will build a farmers' elevator.

Articles of incorporation have been filed by the Bocket Elevator Co., of Bocket, Ramsey County, N. D., with \$20,000 capital by J. S. Hoffman, A. F. Mouravetz, and L. B. Ray.

The Farmers' Mill & Elevator Association have sold at auction the 100-barrel mill they formerly operated at Devils Lake, N. D., to A. J. State of Grand Harbor, Ramsey County, N. D.

The contract has been let for the erection of the Pomona Valley Farmers' Elevator Co.'s 40,000-bushel elevator at Edgeley, LaMoure County, N. D. Construction work will be commenced at once.

G. W. Vandusen & Co., of Dempster, S. D., have installed a 75 B. S. C. Chain Feeder and Conveyor to handle grain from dump sink to elevator boot automatically. T. E. Ibberson, Minneapolis contractor, did the work.

After two months' agitation farmers in the vicinity of Havana, Sargent County, N. D., have organized a co-operative grain company with \$25,000 capital. They have an option on the St. Anthony & Dakota Elevator until June 1.

The Red Elevator & Roller Mills in Miller, S. D., suspended operations recently. Charles Thomsen, the proprietor, having made an assignment of his business to Arthur Calahan of the First National bank. The St. Lawrence, S. D., Elevator, which Mr. Thomsen leased, will also be closed.

The following companies have been granted elevator sites ranging from 100 to 200 feet along the Northern Pacific railroad right of way at Mott, N. D.; Occidental Elevator Co., Minneapolis; the Powers Elevator Co.; the Farmers' Grain & Elevator Co., Jacob Barth. Work on the elevators will be commenced at once.

SOUTHERN AND SOUTHWESTERN.

E. J. Webb of Geary, Okla., will erect an elevator in Butler, Okla.

The Yukon Mill & Grain Co., of Yukon, Okla., are erecting a large warehouse for the storage of hay.

Certificate of dissolution has been filed by the Fort Worth Grain & Elevator Co. of Fort Worth, Texas.

Promoters are negotiating for sites in Washington, McClain County, Okla., for the erection of elevators.

The Marsh Milling & Grain Co., of Madill, Okla., have increased their capital stock from \$20,000 to \$30,000.

The Holdenville Grain & Produce Co., of Holdenville, Okla., (amended) have increased their capital stock from \$5,000 to \$10,000.

The W. J. Savage Co., of Knoxville, Tenn., has purchased three Hall Signaling, Non-mixing Grain Distributors for elevators at that point.

The Tyner Hay & Grain Co., of Council Hill, Okla., has been incorporated with \$10,000 capital by F. Tyner, O. H. Douglass and H. L. Douglass.

The Arlington Warehouse & Elevator Co., of Arlington, Ky., has been incorporated with \$2,000 capital by William Carter, R. H. Brown and L. B. Owen.

H. B. Nedaroy and Marshall Mott, who are identified with the Portageville Elevator Co., of Portageville, Mo., will erect a \$30,000 elevator in Memphis, Tenn. It will have a capacity of 100,000 bushels

and will be enlarged from time to time until the investment amounts to \$100,000.

It is reported that the Lindsay Bros. Grain Co. will erect a modern grain warehouse and elevator in Houston, Texas, to cost approximately \$25,000.

The McLemore Grain & Hay Co., of Davidson County, Tenn., has been incorporated with \$10,000 capital by H. J. Connor, W. B. McLemore, D. V. Johnson, J. B. McLemore and J. W. C. Bennett.

Keel & Son of Lindsay, Okla., have let the contract for their new elevator to the McClean Construction Co., of Oklahoma City, Okla. It will be modern in every respect, of 20,000 bushels' capacity and fireproof.

The Chickasha Milling Co., of Chickasha, Okla., is installing B. S. Chain Feeders and Conveyors in its elevators at Tuttle and Lawton, Okla.; also a Constant Safety Ball-Bearing Manlift in each elevator. J. A. Horn & Co. have the contracts.

The Acme Mills & Elevator Co., of Hopkinsville, Ky., have decided to organize a public elevator company to operate in conjunction with the mill. The new concern will be organized separate from the mill company and will lease the present elevators of the mill. The capital will be about \$10,000. The Acme Mills & Elevator Co. have elected a new board of directors.

EASTERN.

Mr. Small is building an addition to his grain house in East Thetford, Orange County, Vt.

Ackley, Hatch & Marsh have sold their grain business in New Milford, Conn., to E. Wischert.

The Tioga Mill and Elevator Co., of Waverly, N. Y., have installed a 50-foot Constant Safety Manlift.

John D. Coldsmith has purchased the elevator of Diehl, Omwake & Diehl in Williamson, Pa., and has taken possession.

The grain business of John C. Daniels & Son in Rochester, N. H., has been purchased by George Eiert Dean of West Burke, Vt.

Brit Hart has disposed of his grain, feed and building supply business in Washington, Pa., to David P. Hart of Amwell Township.

The Turnbull Co. of Manhattan, N. Y., has been incorporated with \$25,000 capital to deal in grain, feed, hay, straw, etc., by Frank M. Turnbull, Donald O. Price and O. J. Dennis.

A charter has been granted D. L. Dickinson & Son, Inc., of Waterbury, Conn., with \$35,000 capital to deal in grain. The concern will begin business with \$20,000 capital. The incorporators are A. L. Dickinson, Margaret Dickinson and G. A. Safstrom.

Crumbling of the crib and dock underneath the moveable tower has necessitated repairs to the Anchor Line Elevators in Erie, Pa. It was necessary to remove portions of the dock on which a moveable tower weighing 300 tons is operated on trucks and then float the new timbers and cribbing without disturbing the equilibrium of the tower.

The Mystic Wharf Elevator is to lose its distinction as the only grain elevator on the Boston, Mass., water front operating a dryer for grain. The Boston & Maine Railroad is remodeling its power plant at the Hoosac tunnel docks and is to add two more stories to the present one-story structure. The new plant will have a capacity of 20,000 bushels in 24 hours.

The Boston & Albany Railroad is building a grain elevator, dryer and power house on the water front in East Boston, Mass., to cost \$1,500,000. The capacity will be 1,000,000 bushels. The elevator will be fireproof, of steel and will contain nineteen lifting elevators, six for unloading cars, six for loading vessels, five for cleaning and transfer and two for serving the dryer. At least 300,000 bushels can be taken from the cars in twenty hours. All this work will be done by electricity. Work on the elevator was recently interrupted by a strike of 300 men.

OHIO, INDIANA AND MICHIGAN.

The J. D. McLaren Co. has purchased an elevator in Charlotte, Mich.

Walker & Chambers of Wheatland, Ind., have installed a Constant Manlift.

J. Studebaker & Sons' new elevator at Bluffton, Ind., has a Constant Manlift.

Excavation work for the new elevator in Bentley, Mich., is progressing rapidly.

A new elevator is being erected for Studebaker & Son in Roseburg, Grant County, Ind.

Work on the Harper Elevator Co.'s new structure in North Branch, Mich., is being hastened.

Construction work has been commenced on the new elevator for James Fink in New Winchester, Ohio.

The Lake Shore Elevators in Sturgis, Mich., have been purchased by Harry G. Blue and Frank Gilhams.

In the division of the property of the Burge Milling Co., Oliver Thomas will take possession of the elevator in Marion, Ind., while Alfred Burge and

Gilbert Baum will own the elevator in Sweetser, Ind.

Toledo Elevator "C" in Toledo, Ohio, has been purchased by the Maumee Wrecking Co., and will be dismantled.

A farmers' elevator company is being organized in Veedersburg, Ind., with capital stock of from \$10,000 to \$15,000.

George Keller has been granted a permit for the erection of a grain warehouse between Brighton and Lowell, Ohio, to cost \$5,000.

Howard Lipsey & Co. have taken over the Wellsboro Transfer Elevator at Wellsboro, Ind., and will operate it in their shipping business.

Brooks & Brown have been granted a permit to erect a grain elevator in Vincennes, Ind., to cost \$2,000. It will be an iron covered building.

The elevator of J. E. Ottaway & Co., in Flushing, Mich., has been purchased by Charles E. Hankins. It will be operated under the firm name of Hankins Bros.

Joseph Olk, of Olk Bros.' Elevator Co., Munith, Mich., has purchased an elevator in Fenton, Mich. Peter Olk hereafter will be in charge of the elevator in Munith.

H. T. Woods of Lebanon, Ind., has purchased a half interest in the business of the New Ross Grain Co., New Ross, Ind. J. M. Martin of Lebanon retains his interest.

George Collier is building a grain elevator in Beatty, Springfield Township, Ohio. It will cost \$4,000 and will have a capacity of 10,000 bushels of grain. The elevator will be erected along the Pennsylvania Railroad.

E. W. Moore of Colfax, Ind., is making extensive improvements. The B. S. Constant Co., of Bloomington, Ill., furnished the chain feeder, water-tight elevator boot and 40-foot Constant Manlift. C. A. Drake of Flora, Ind., is doing the work.

Albert Oxman has contracted with Fred Friedline & Co. for a 10,000-bushel frame iron-clad elevator at Purcell, Ind. It will be run by a 25-horsepower gasoline engine. Other machinery will be B. S. Constant Sheller, Invincible Cleaner and Chicago Wagon Scale.

Fred Friedline & Co. have contracted with the F. J. Townsley Elevator Co. for a new grain elevator at Emison, Ind. It will have a capacity of 25,000 bushels of small grain and 10,000 bushels ear corn. A 25-horsepower Fairbanks Gasoline Engine will furnish the power.

Lewis Heffner, saw mill owner and lumber dealer of Elwood, Ind., will convert his large lumber mill into a grain elevator and the saw mill has been razed. The elevator will be so situated that it can discharge grain into cars of two railroads without extra switching facilities.

The Reliance Construction Co., of Indianapolis, Ind., has been awarded the contract for George Couch & Sons' Elevator at West Salem, Ind. The B. S. Constant Co., of Bloomington, Ill., furnished three B. S. C. Chain Feeders and Conveyors, one 6-foot self-locking rail dump and a Constant Manlift.

CANADIAN.

The Canada Linseed Oil Mills will erect an elevator at Toronto, Ont.

The old Western Elevator in North Portal, Sask., has been razed and moved to Regina, Sask.

The Alberta Pacific Elevator Co., of Calgary, will build elevators at a number of points along the Crows Nest branch of the Canadian Pacific Railroad.

Tenders were received April 23 by the Farmers' Trading and Elevator Co., Ltd., of Craik, Sask., for the construction of a 60,000-bushel farmers' elevator and equipment.

The recently consolidated cereal and milling companies, to be known as the Canadian Cereal and Milling Co., will have a total elevator capacity of 700,000 bushels of grain.

An effort is being made to have some one continue the grain and seed business of the late Mr. Laing in Wyoming, Ont. The elevator has not been in operation since his death.

The site for the erection of a new elevator in New Dayton, Alta., is being prepared by the Edmonton Elevator Co., which recently completed the foundation of an elevator in Monarch, Alta.

The Western Canada Flour Mills Co., Ltd., of Toronto, Ont., has awarded the contract for the construction of a 500,000-bushel fireproof elevator in Goderich, Ont., to James Stewart & Co., of Chicago.

The Corn Exchange of Montreal, Que., has formally approved the new plans of the Harbor Commissioners for the improvement of Montreal's port and expressed its appreciation of the plan to erect a grain elevator.

The Port Arthur Elevator Co. and the Empire Elevator Co. were fined \$2,500 and \$3,000 respectively by the Court at Winnipeg, Man., recently for making false returns to the Government of the

amount of the several grades of grain in their terminal elevators. The Canadian Pacific Elevator Co. was let off with a warning on a similar charge, and the Consolidated Elevator Co. was fined \$50.

James Stewart & Co., of Chicago, have been awarded the contract by the American Cereal Co. for a 500,000-bushel concrete elevator at Peterboro, Ont. It will be operated in connection with the present mill and elevator.

A \$5,000,000 grain and transportation company, known as the Maple Leaf Milling Co., with headquarters in Toronto, Ont., was recently incorporated. In addition to grain milling the concern will conduct an elevator and warehouse business.

It is reported that the Canadian Northern Railroad is negotiating with the C. P. R. to have joint terminals on Alberni Canal on the west coast of Vancouver Island where wheat elevators would be erected preparatory to a vast trade when the Panama Canal opens.

The shareholders of the Montreal Grain Elevating Co., Montreal, Que., have decided to discontinue business because of inability to compete with the system of public elevating which has, with approval of the Government, been established by the commissioners in the harbor.

Elevator No. 3 in North Portal, Sask., owned by the Western Elevator Co., of Winnipeg, Man., is being razed and will be removed to Eyebrow, Sask. So many farmers ship their wheat direct that the elevator proved to be a losing venture. There is now but one elevator in North Portal.

The Maple Leaf Milling Co. has let contracts for the construction of seventeen elevators in Saskatchewan. The concern will spend more than \$1,000,000 in Ontario and the West the coming season. Among improvements already announced are a 1,000,000-bushel elevator and 6,000-barrel mill in Port Colborne, Ont.

According to the report of the Warehouse Commissioner at Winnipeg in regard to interior, terminal and eastern transfer elevator capacity, there are 312 stations in Manitoba having elevators with 21,624,500 bushels' capacity, an increase in capacity of 772,000 bushels during the past year. In Saskatchewan there are 330 stations having elevators with 24,279,000 bushels' capacity, an increase of 76 stations. There are 121 stations in Alberta having elevators with 8,050,400 bushels' capacity. During the past year the number of stations and capacity were practically doubled. There are 769 stations in the West having 1,763 elevators in active operation, with total storage capacity of 54,234,900 bushels.

[For the "American Elevator and Grain Trade."]

ST. LOUIS GRAIN AND FLOUR NOTES.

BY L. C. BREED.

As an additional safeguard for the valuable papers of the tenants and members of the Merchants' Exchange, the board of directors of the Exchange is contemplating the construction of safe-deposit boxes in the basement of the building. The new boxes are to be 10x5x24 inches in size and will rent for not more than \$2 per year each. The matter is in charge of a committee composed of Nat L. Moffitt, Christian Burnet and James W. Garneau.

As the result of a vote taken on April 29, the rates of commission on transactions in grain between members were advanced. The charges are now as follows: Bulk wheat, rye or barley, $\frac{3}{4}$ c per bushel; corn and oats, $\frac{3}{8}$ c per bushel.

The Missouri, Kansas & Texas Railroad is carrying on a campaign of education by sending traveling agents among receivers and shippers with plans and suggestions regarding marking and preparing all kinds of merchandise, so that the loss and damage claims may be reduced to a minimum. The Wabash traffic department has also commenced the same general plan of procedure with the best of results.

Attorney General Major states that the law enacted by the last legislature prohibiting the deduction of 100 pounds from the weight of cars of grain sold in the markets of the state will save the producers \$750,000 annually. The Supreme Court has overruled the motion for a rehearing in the matter of the application of R. J. House, a member of the Kansas City Board of Trade, for a writ of habeas corpus.

Anent the falling off in the demand for feedstuffs, attention is called to the fact that there are not as many milch cows in the country as there were five years ago. Also there are not as many food animals, such as fat cows, sheep, steers, hogs, etc. These conditions have been coming on gradually, and, indeed, quietly, but they are here.

J. S. Tustin, general freight claim agent of the Missouri Pacific Railroad, states that the railroads paid out 30 per cent more for lost and damaged freight during the year ending June 30, 1909, than the United States Government paid on its bonded debt. He also states that the railroads are held responsible for losses beyond their power to prevent and that they are swindled to a considerable extent by unscrupulous persons.

The secretary of the Mississippi Valley Transportation Company—the new barge line that is now being promoted—states that among the arguments his company has to offer in favor of barge grain service is doing away with the leakage to which freight cars are subject. No car door has been devised which is entirely tight and the vibration incident to passing over the rails and over switches and the stopping and starting of trains continuously shakes out grain. For a 1,000-bushel carload of grain, carried over a long haul, a very common leakage is given to the value of around \$5; and experienced traffic men state it is probable that 1 per cent of grain shipped is lost, or claimed as lost, in a 1,000-mile haul.

The much-heralded meeting of farmers at St. Louis proved in point of attendance of delegates quite disappointing, since the convention, which held its sessions from May 2 to 7, had less than two hundred farmers to represent the great body of American agriculturists. In that these delegates, however, came from a large number of states, it was, in that sense, representative. The convention was graced by the presence of President Taft, Secretary Wilson, Governor Hadley, Mayor Kriesmann and other prominent officials, together with a number of gentlemen identified with farming, railroads and other interests, many of whom addressed the farmers during the various sessions of the convention. Among others, Manning W. Cochrane, president of the Merchants' Exchange, made an address, explaining the relation of grain exchanges to agriculturists. The Merchants' Exchange entertained the delegates from the exchanges in the National Council of North American Grain Exchanges, which numbered twelve, as follows: Chicago Board of Trade, S. P. Arnot, J. C. Murray, W. M. Hopkins; Minneapolis Chamber of Commerce, J. L. McCaull, F. A. Nallet, J. G. McHugh; Toledo Produce Exchange, E. L. Camp, F. I. King, F. O. Paddock; Memphis Merchants' Exchange, J. S. Denyven, N. S. Graves; Kansas City Board of Trade, E. D. Bigelow.

The result of the litigation against the Merchants' Stock and Grain Company was the sentence of Frank J. Miner, the head of the company, to five years in the penitentiary, the maximum for the offense of maintaining a bucket shop. This is the first conviction secured in St. Louis during the period of thirty years in which bucket shops have flourished here. It is believed it is the death knell of this so called "trading" in this section of the country. Miner's "company" was the only one of seven such illegal concerns to defy the state when the war on the shops began a year ago; the six others, by agreement, ceased operating to avoid prosecutions. During Miner's trial, the prosecuting attorney alleged that "a bantam rooster could eat all the grain handled by the company and still go hungry." The evidence showed the trader incorporated the company for \$10,000, with the aid of elevator boys and a porter, to whom he paid 50 cents each for said aid. They were not invited to sit in the councils of the company and finally forgot their part in creating it. Miner is accounted a millionaire and has appealed the case.

The Cochrane Grain Company has been reorganized and is succeeded by the Cochrane Grain and Elevator Company. The new company has been incorporated. Capital stock is \$25,000. Officers in the new corporation are: Manning W. Cochrane, president; J. W. Shaw, vice-president, and Wilbur H. White, secretary. Mr. Cochrane is the president of the Merchants' Exchange.

The Illinois Grain Elevator Company of St. Louis, with a capital of \$10,000, is licensed to transact business in Illinois with a capital of \$1,000.

The Darrow Farmers' Grain Company of Darrow, Ill., has been incorporated; capital stock, \$10,000; incorporators, F. P. Zumwalt, Frank Sennett, E. H. Conley, Jacob Allhands and W. K. Bowton.

[For the "American Elevator and Grain Trade."]

TRADE NEWS AND CROPS IN ALBERTA.

BY D. O. McHUGH.

This has been a quiet month in the grain trade of Alberta, as the farmers are busy seeding. There has been little movement of grain aside from one or two fairly large shipments of wheat to Mexico via Vancouver.

Winter wheat has suffered from lack of moisture, and much of it, probably over 50%, has been reseeded; but spring wheat looks well.

There will be a great increase in the acreage under cultivation this year, but how much it is impossible to say at this time. In 1908 the crop area was 837,641 acres and in 1909 1,242,644 acres, being an increase of 50%; and it is expected that the increase will be in the same proportion this year.

There will be considerable elevator building in Alberta this year. At present the Alberta Pacific Elevator Company is preparing to build at Seven Persons, Burdette, Bow Island, Chin, Grassy Lake and Woodpecker.

Correspondence solicited on grain trade matters.

[For the "American Elevator and Grain Trade."]

GRAIN TRADE NEWS OF TOLEDO AND OHIO.

BY E. F. BAKER.

Surprising improvement in growing wheat is noted throughout Ohio during the past 30 days. While a few reports are received which might denote a somewhat spotted condition, for the most part the prospect is much better than was even hoped for some weeks ago. The amount of wheat acreage abandoned will be very small. The oats acreage is estimated at something over a million and a half acres, and the plant is making splendid headway. Farmers are now planting corn, which will be at least a normal area. Fields are in splendid condition and prospects are now of the best for corn, wheat and oats.

The Toledo market has been in a satisfactory condition, aside from the impossibility of export trade. Wheat receipts of the first week of May were 27,300 bushels, while shipments amounted to 29,800 bushels. Local stocks are estimated (May 9) at 322,046 bushels. Farmers and small elevators still hold considerable wheat, which is being marketed with some liberality.

A big improvement is reported in the quality of corn which is now coming in, although the practice of mixing inferior stuff with the better qualities is holding grades down far below where they would otherwise be. As a result of this practice, out of 76 cars which came in during the week of May 7, but 4 cars grade No. 2, 54 graded No. 3, 11 graded No. 4 and 7 Sample. Farmers have been selling corn in fair quantities, the local receipts for the week being 87,550 bushels. Owing to a firm Eastern demand, which has taken the supply for that section from Toledo, and a fairly heavy local consumption, there is but a small accumulation, estimated at a trifle more than 200,000 bushels. Neither is there a large stock of oats in Toledo storage, the total being estimated at 157,263 bushels. Receipts have been liberal, and shipments have just about equalled the incoming volume. During the week of May 7 incoming shipments totaled 44,250 bushels, while outgoing oats amounted to 43,500 bushels. Farmers are now inclined to unload all their surplus grain in view of the promising condition of the new crops.

J. H. Hunter, secretary of J. A. Edwards & Co., Chicago, was a recent visitor in Toledo.

W. E. Cratz, of Cratz Bros., left last Saturday for a three weeks' business trip through the Eastern states.

Mrs. Frank I. King, Miss Adelaide King and Fred King are spending a couple of weeks at Colorado Springs.

E. L. Southworth, of Southworth & Co., is enjoying a fishing excursion on the Au Sable river. He is expected home within a few days.

A cargo of 65,000 bushels of spring wheat from the head of the lakes was recently unloaded at the National Milling Company's plant.

Toledo grain and milling interests will be represented by a delegation which will attend the Indiana millers' convention at Indianapolis on May 24 and 25.

The Gardner Grain and Mill Company has arranged to rebuild its elevator at Colby, Ohio. The plant was recently destroyed by fire, entailing a loss of about \$15,000.

David Wallace, chief clover seed inspector of the Toledo Produce Exchange, has resigned his position because of ill health. He has been connected with the Exchange since 1889.

The Lyons Grain and Coal Company of Lyons, Ohio, has been incorporated by Davis Brown, R. O. Smith, S. L. Rine, Samuel Kahle and G. D. Johnson. The new concern has a capital stock of \$15,000.

The Wood County Corn Improvement Association has planted sixteen varieties of corn on plats prepared on the Charles Loomis farm near Bowling Green, Ohio. Sixteen farmers contributed one variety each, which he will cultivate, harvest and weigh, reporting the result to the state association.

About fifty members of the Northwestern Ohio Grain and Hay Dealers' Association, in recent session at Lima, entered emphatic protests against the recent advance in freight rates inaugurated in this territory. A test case before the Interstate Commerce Commission is planned by a refusal to pay the rate.

Harmon V. Becker, aged 84, a pioneer miller of Clyde, Ohio, died recently at his home in that city of general debility. Of late years he had been engaged in the automobile manufacturing business with his sons. He was president of the Elmore Automobile Company, and having amassed a fortune retired a short time ago.

Charles LeSuer, a civil war veteran and grain inspector at the Exchange for thirty years, died recently at his home on Walbridge Avenue. While he had been ailing, the danger was not deemed imminent until a few days before his death. Before going to Toledo he was a grain inspector at Chicago and Boston. He was considered one of the most

efficient men on Chief Culver's staff, and was well known in grain circles. He leaves a widow. A son and a daughter preceded him some years ago.

The Ohio Agricultural Experiment Station is arranging to perfect at Findlay, Ohio, one of the most complete branches in the state. An immense barn and other extensive improvements will be made this summer.

One of the most spectacular fires which has occurred in Toledo in years was that of the Miami Maize Company's elevator "A" in the Clover Leaf yards, which recently burned to the ground. In less than half an hour after the blaze was discovered the entire immense building with all its contents was a blazing pile of ruins. Two cars of newspaper stock and a car of automobiles were also consumed, while a number of other freight cars were badly damaged. The elevator was a frame structure covered with corrugated iron. It was 65 feet high, 75 feet wide, and 100 feet long, and had a capacity of 180,000 bushels. About 70,000 bushels of corn and 20,000 bushels of oats were consumed by the flames. The loss on building and contents approximated \$80,000, while other damage is estimated at about \$20,000, nearly all of which was covered by insurance. The origin of the fire is unknown.

A PORTABLE GRAIN ELEVATOR.

A most successful public trial was made in Argentina recently of a portable grain elevator, which has been designed and patented by Mr. William Goodwin for quick and economical loading of grain, whether in bags or in bulk, and whether loaded direct into railway wagons or deposited in piles in warehouses or in station grounds. With the assistance of a portable elevator, grain can be weighed and loaded into railway wagons in about one-third to half the time that is occupied by peons doing all the work by manual labor, the cost of handling being correspondingly reduced since fewer men are wanted. The machinery, of simple description, is driven by a petrol motor. It is erected upon a light cart framework on which it can be taken to any desired part of a station, or when dismantled, can be quickly sent to another station, the complete weight being under 1½ tons.

When loading in bulk the bagged grain as it arrives from the farms is deposited upon ordinary platform scales, and when weighed the contents of the bags are raised by the elevator leg to sufficient height for distribution by means of a blower fan with bifurcated spouts to any part of the wagon or pile. There is no hand labor after the bags have been placed on the scales. Speed of loading bulk grain will depend on the speed of cutting open the bags, because the machinery can be made of any desired power, but under ordinary conditions of station traffic a maximum speed of 60 tons, with working speed of 40 tons, will probably be found sufficient and will allow for delays in moving carts or wagons. When loading bags, they are placed upon an inclined stand resting upon a platform scale and are afterwards slid onto the inclined conveyor, which delivers them at convenient height to be taken by men in the wagon and very quickly stowed in position. The speed of work with bags is about the same as with bulk, and wagons in either case are moved into line by means of a hauling drum attached to the motor.

This is the first practicable step towards the introduction of the U. S. A. system of storage and transportation of grain in bulk, that should not only benefit railway companies by increasing the output of their rolling stock, and growers by reducing cost of handling, but should also give to the latter the very great advantages they would obtain from a proper mixing of grain into uniform qualities, in the same way that exporters mix all their purchases in the hold of a steamer. If wheat is sampled in a pile, or in a wagon, not only will the cost of the operation be less than when samples are taken in the present most unsatisfactory method of spearing each bag, but many difficult questions will be avoided and the seller will know exactly the quality of his produce.

The railway companies have for some years past been provided with a large number of wagons suitable for carriage of grain in bulk; there are grain elevators at the ports, but up to the present time there have been absolutely no appliances for loading wagons with bulk with sufficient speed and economy, nor indeed have any mechanical appliances been used for reducing the cost and increasing the speed of handling bagged grain at stations.

Wheat growing moves from station to station in an uncertain manner and there has been little inducement for anyone to erect station elevators of permanent and therefore somewhat costly construction, because to do any good they must be of sufficient size to deal with a reasonable proportion of the heavy tonnage that may have to be handled in a few months, whereas open air storage is not only cheap but satisfactory because the piles of either bags or bulk can be perfectly protected from weather damage by temporary roofing or simply when covered with sheeting.—Review of the River Plate.

THE EXCHANGES

Chicago Board of Trade seats are quoted at \$2,900 net to the buyer.

The 55th Annual Report of the Chamber of Commerce of Baltimore has been published.

It is proposed to consolidate the Cincinnati Chamber of Commerce and the Business Men's Club.

David W. Allan, seed inspector at Toledo, has resigned after 30 years' service, owing to failing eyesight.

The Omaha Grain Exchange proposes to limit its membership to 200, with a minimum treasury valuation of \$1,000.

Alfred Brandeis succeeds J. B. Ford as president of the transportation committee of the Louisville Board of Trade.

The Kansas City Board of Trade has adopted a rule providing for margins on cash grain contracts where shipments are delayed beyond ten days.

The commission rate rule posted for ballot on April 14 at St. Louis Merchants' Exchange was adopted. (See rule on p. 563, April number of this paper.)

New York Cotton Exchange seats have declined from \$20,000 high (1909) to \$17,000 (1910) with \$12,000 as the low, against \$14,000 low in 1906 and \$7,750 in 1908.

A committee of the New York Produce Exchange is drafting a new form of sales contract which will embody the right of the parties thereto to call margins on the deal.

The Directors of the Buffalo Corn Exchange have elected Henry D. Waters, president; S. W. Ratcliffe, vice-president; L. S. Churchill, treasurer, and Fred. E. Pond, secretary.

Market letters issued by members of the Chicago Board of Trade are now subject to criticism of the directors, who are authorized to put a brake on sensational advertising.

The Chicago Board of Trade will adjourn on May 20 at 12 o'clock as a mark of respect to the memory of His Majesty King Edward VII, whose body will be buried that day.

The Cleveland Chamber of Commerce has elected the following officers for the current year: Geo. W. Kinney, president; Chas. E. Adams and Homer H. McKeehan, vice-presidents; Chas. E. Farnsworth, treasurer, and Munson A. Haven, secretary.

The following nominations now are made for offices of the New York Produce Exchange: E. R. Carbad, president; John Aspegren, vice president; Edward C. Rice, treasurer; J. W. Warner, C. C. Rubens, Arthur J. Dyer, W. R. Pollock, E. G. Broeniman and A. M. Pentz, directors (two years).

The New York Assembly on April 26, by the decisive vote of 16 to 92, refused to withdraw from the ways and means committee the Toombs resolution for the appointment of a commission to investigate the New York Stock and Consolidated Exchanges and all other exchanges throughout the state, thus killing the measure.

The grain and hay trade section of the Cincinnati Chamber of Commerce on May 2 passed a resolution requesting the directors to provide a Saturday half holiday after 1 o'clock during the three hot months. They asked that the work of the inspection and weighing bureau be discontinued at that time. About 20 concerns are interested, and all have signed the resolution.

The directors of the Chicago Board of Trade of the city of Chicago have adopted a resolution to the effect that the custom of what is commonly known as "matching orders" at the opening of the sessions of the Board and the practice of so-called "saving members on trades" are deemed violations of the second paragraph of Section 8 of Rule IV. of the Rules of the Board.

The Boston Chamber of Commerce has amended the grain grading rules to make the lower grades (No. 3 and 4) of wheat grades conform to the Chicago and Winnipeg markets, for the benefit of the exporters. The grades of clipped oats also were modified, and the word "new" authorized to be used on certificates of new crop oats until September 1 or later if so ordered by the grain committee.

The New York Stock Exchange has adopted an amendment to the rules, creating a law committee, which "shall act in an advisory capacity to the president, and when requested, shall represent the Exchange in conferences with other interests, and is authorized and empowered, whenever the committee shall deem it to be for the interest of the Exchange, to examine into the dealings of any member of the Exchange."

The St. Louis Merchants' Exchange has established a grain testing laboratory under the supervision of Supervisor John Dower of the weighing department. A fee of 25 cents is charged for each sample of grain which is tested. The samples submitted are principally corn, which are tested for moisture content. The flour men also have asked for the establishment of a flour and baking testing

department, so that samples of flour may be officially tested by the Exchange.

RECEIVERS' ASSOCIATION.

The grain receivers of the Chicago Board of Trade have organized the Receivers' Association of the Chicago Board of Trade, and have elected the following officers: Joseph P. Griffin, president; H. N. Sager, vice-president, and George A. Wegener, secretary and treasurer; directors, W. N. Eckhardt, Edward Andrew, Frank Bunch, P. A. Schiffin and Lowell Hoyt.

NASHVILLE GRAIN EXCHANGE.

The annual election of officers of the Nashville Grain Exchange took place on April 20, when the following were elected for the coming year: Byrd Douglas, president; John H. Bell and R. W. Hale, vice-presidents; F. E. Gillette, A. C. Harsh, H. H. Hughes, Chas. D. Jones and R. H. Worke, board of directors.

E. C. Hawkins, who acted as secretary during 1909, but who declined a re-election, made a report of the Exchange's work for the past year. The call board and clearing house have been established and business aggregating \$40,000,000 transacted. The questions of reconsignment and elevation allowances are impending.

E. J. FURLONG.

E. J. Furlong, who has been elected president of the Milwaukee Chamber of Commerce for the year 1910, has been a member of the Chamber for nineteen years; and as he has served as director and



E. J. FURLONG.

officer for the past eight years, his election to be president is in the nature of a promotion to him as well as a wise step by the members of the Chamber, who are thus able to avail themselves of the experience Mr. Furlong has gained in exchange management and direction during these years.

Mr. Furlong is manager of the business of Paine, Webber & Co., stocks, bonds, grain and cotton. He has been engaged in the cash grain and option business in Milwaukee for over 20 years, although at present not engaged in cash grain. The firm are members of the New York and Boston Stock Exchanges, Chicago Board of Trade, Milwaukee Chamber of Commerce and New York Cotton Exchange.

COMMITTEES AT MILWAUKEE.

Sec'y H. A. Plumb reports the following membership committee appointments for 1910 by President Furlong of the Milwaukee Chamber of Commerce: T. C. Coughlin, A. R. Templeton, A. A. McCabe, W. J. Armstrong, E. G. Hadden.

Following committees have been appointed by the board of directors:

Supervisors of Grain Inspection and Weighing—W. M. Bell, A. K. Taylor, D. G. Owen, J. J. Brook, P. C. Kamm.

Supervisors of Inspection of Provisions—Alfred Dawson, Patrick Cudahy, A. G. Bodden, John Elser, H. C. Carr.

Supervisors of Flour Inspection—John F. Kern, W. H. Manegold, Edw. Shackell, Phillip Orth, G. D. W. Mandeville.

Arbitration of Grass and Clover Seeds—L. L. Runkel, W. A. Hottensen, S. G. Courteen, L. Teweles, G. C. Holstein.

Call Board—H. M. Stratton, A. L. Johnstone, W. E. Mereness, Jr., G. W. Kruse, Warren E. Stacks. Weather Reports—J. H. Crittenden, Calvin E. Lewis, A. Flertzheim.

CHANGES IN EXCHANGE MEMBERSHIP.

Cincinnati.—Supt. C. B. Murray reports the following members elected on May 3 to membership in the Cincinnati Chamber of Commerce: R. B. Hackney, commercial agent, Cincinnati Northern R. R. Co., 116 Ingalls Building; Wm. G. Kreger, with C. Eberle's Sons, commission merchants, 204 W. 6th St.; Wm. H. Barnes, salesman with August Ferger & Co., grain and hay, 1100 Hopkins St.

Duluth.—Sec'y Chas. F. MacDonald reports the following changes in the membership of the Duluth Board of Trade: New members—H. L. Hankinson, Minneapolis; P. B. McTague and V. W. Lovejoy, Duluth; withdrawn—Paul M. Morris and Walter G. Hall.

Kansas City.—Sec'y E. D. Bigelow reports that Henry P. Ismert has acquired the membership in the Kansas City Board of Trade of John Ismert and C. E. Ryle that of John C. Lorrien.

Milwaukee.—Sec'y H. A. Plumb reports the following changes in membership of the Milwaukee Chamber of Commerce: New members—M. A. Huntley, Chas. S. Crary, C. E. Hooper, F. W. Haseltine; transferred memberships—E. J. McClintock, Fred. L. Pierce, Frank R. Bacon, Chas. E. Betcher, Joshua Stark, dec'd.

New Orleans.—Sec'y H. S. Hering reports that Allen Tupper and A. Commander & Co. have been elected members of the New Orleans Board of Trade.

Omaha.—Sec'y F. P. Manchester reports the following changes in membership of the Omaha Grain Exchange: A. C. Holmquist and J. A. Linderhol admitted and the seat of Guy C. Barton transferred to Barton Millard.

St. Louis.—Sec'y Geo. H. Morgan reports the following applications for membership in the St. Louis Merchants' Exchange during the month of April: Arthur Schisler, Schisler Grain Co., St. Louis; E. W. Wagner, E. W. Wagner & Co., Chicago; Jos. H. Griesse, Tinsley Seed Co., St. Louis; J. G. Munday, C. B. Munday & Co., Litchfield, Ill.; Henry H. Squire, agent Central States Despatch, St. Louis; Jos. Rankin, agent New York Central Lines, St. Louis. These were transfers from the following memberships: Isaac P. Lusk, Wallace Butler, Jr., S. G. Tinsley, Otto Katz, John C. Emig and E. L. Roederer.

Wichita.—B. C. Christopher Grain Co. has purchased O. W. Hutchinson's membership in the Wichita Board of Trade; consideration \$1,000.

MARGIN RULE AT KANSAS CITY.

On May 9 the Kansas City Board of Trade adopted the following rule requiring deposit of margins where cash grain is contracted for delivery ten or more days from date of contract:

On purchase or sale of grain, feeds or seeds, for which shipment or delivery extends beyond ten (10) days from date of contract, said contract shall state that either buyer or seller may call for margins to the market, and release such margins to the market until final adjustment has been made; and all such contracts shall contain the following:

1. It is agreed that either party to this contract may call for a marginal deposit to the market, same to be released when market justifies. In cases wherein more than one contract has been made, deposit call and subsequent calls for the releasing of same shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

2. Said margin when called by a resident member of the Kansas City Board of Trade shall be deposited with the secretary of the Board of Trade and shall be subject to the rules of the Kansas City Board of Trade governing the depositing and releasing of margins. Non-residents may deposit with the secretary of the Kansas City Board of Trade or in any banking institution properly designated as a depository for margins. Margins must be deposited within twenty-four (24) hours as herein provided: legal holidays in either buyer's or seller's place of business shall not be counted. Non-residents of Kansas City, Missouri, may remit by telegraphic notification from (his or their) local bank that such remittance has been made.

3. Party making marginal deposit must advise the secretary of the Kansas City Board of Trade immediately, giving name of party for whose protection the deposit is made.

4. In case marginal deposit call to the market is not deposited and official notice of same is not received within twenty-four (24) hours, as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to resell or rebuy at his or their option, under prompt telegraphic advice, charging difference or loss to the defaulting party, said amount to be due and payable at once.

5. All margins shall be immediately released upon faithful performance of the contract.

6. A committee of three shall be appointed by the president, to whom all disputes to a proper marginal price, or any other feature connected with cash margins, shall be referred.

COMMISSION

Crighton & Lasier have removed from the Royal Insurance Building, Chicago, to 400-410 Postal Telegraph Building.

Howard Lipsey & Co. have taken over the Wellsboro Transfer Elevator at Wellsboro, Ind., and will operate it in connection with their shipping business.

E. W. Wagner & Co., Chicago, have opened an office at South Bend, Ind., under the management of Charles L. Kinney with offices in 418 Jefferson Building.

M. H. Goodwin of Thomasville, Ga., informs us that he expects to establish a brokerage business in that city and will be open for connections on all lines.

The Illinois Grain Elevator Co., located at St. Louis, Mo., with a capital of \$10,000, has been licensed to transact business in Illinois with a capital of \$1,000.

Rudolph Desjardins, formerly identified with Harris, Gates & Co., but who has been in other lines of business for the past four years, has formed a connection with Clement, Curtis & Co., Chicago.

The Brookings Grain Company of Oklahoma City, Okla., has closed its office at Wichita, Kan. Frank Groeffrey, the manager of the office, has succeeded W. H. Keith as resident manager of the Empire Grain Co.

The Eastern Grain Co. has been incorporated at Buffalo, N. Y., to deal in grain, flour and grain products with a capital stock of \$100,000. The incorporators are Geo. R. Klaks, F. A. Parker and John Groover, all of Buffalo.

We have received the Wagner Crop Booklet for the season 1910. The book is issued by E. W. Wagner & Co., 98-100 Board of Trade Building, Chicago. It gives all the important crop and reserve statistics for the past 10 years, together with harvested acreage of leading states, in wheat, corn and oats for the past three years. Other information makes it a very useful book for the grain merchant and a copy will be mailed on request.

It is said that under the direction of J. C. F. Merrill, the affairs of the Burns-Yantis Company are being settled up in a fairly satisfactory manner and it is expected that a dividend of about 30 per cent will be apportioned to the creditors within the next week. Bids also have been offered for the company's elevator, and it is stated that if a proper sum is received for this property, which is advantageously located on the Indiana Harbor line on the Calumet River, the creditors will be paid in full and there will be a balance over and above the liabilities.

On May 1 the Cochrane Grain & Elevator Co. of St. Louis, Mo., was incorporated to take over the business of the Cochrane Grain Co. of which Manning W. Cochrane was the head. The change was made necessary by the disappearance of the bookkeeper, Charles A. Smith, who left the books of the company in a very tangled condition. The new company took over the lease of the old company on the Exchange Elevator located in the Missouri Pacific Yards and business is being conducted in all respects as formerly save for the change in name.

E. W. Wagner & Co., 98-100 Board of Trade, Chicago, has become a member of the St. Louis Merchants' Exchange. They announce also the opening of several important branches in Ohio. Their private wires now cover the following Ohio correspondents and offices: G. W. Shephard, Room 11, The Spitzer Arcade, Toledo Ohio; Davis Commission Company, 20 East Broad street, Columbus, Ohio; J. N. Allen, 45 Davis Building, Dayton, Ohio; Charles A. Aaron & Co., 816 Hippodrome Building, Cleveland, Ohio; O. C. Robinson, 403 Opera Block, Lima, Ohio. The elevators and milling trade of the Buckeye state will undoubtedly be glad to receive the aid of this aggressive house.

The firm of P. B. & C. C. Miles, a partnership, has been in the grain trade at Peoria for thirty-five years. In order to give the younger members a definite and tangible interest in its business the firm was incorporated on May 1 with a capital stock of \$100,000. There is no change in the name and all open business will be handled without interruption. Mr. P. B. and Mr. C. C. Miles, who have always been its active managers, continue as such. Mr. J. C., W. S. and G. M. Miles, who have been long connected with the firm, are officers in the reorganization. The firm has always done a very large business on account of the excellent

service rendered and will be better equipped, however, in its new form to take care of its customers' interests.

The grain firms of Davis & Davis and S. M. Lyell & Co. on the Baltimore Chamber of Commerce have been merged together. The firm name of Davis & Davis is retained, the firm of S. M. Lyell & Co. going out of business. Both houses were large receivers of southern hay and grain.

The Eaton-McClellan Commission Co. recently incorporated at St. Louis, Mo., are now located in their new offices on the second floor of the Merchants' Exchange Building where they have every up-to-date equipment and salesmen to give their customers the very best service in the grain and hay commission business. Alfred F. Eaton, the president of the firm, has a quarter century's experience in the hay and grain business. He is a product of St. Louis, having been born in that city in 1869 and started with Eaton-McClellan & Co. in 1885, remaining with the firm until its dissolution. Charles W. McClellan, vice-president of the company, was born at Gillespie, Ill., in 1858, and removed to St. Louis in 1876, when he engaged with Eaton-McClellan & Co. remaining with the firm until the present time, save for a short space when he served the United Elevator Co. Both members of the firm are well known in the trade of Iowa, Nebraska and the west where they have a strong following owing to the high class service they have invariably rendered.

A "MARGIN CALL" CONTRACT.

Following is the form of grain contract, called the "Chicago Grain Contract," providing for a margin call by either party thereto, as adopted by the Chicago Shippers' Club:

.....191...
herewith confirm sale to you for account of
 Quantity cars bushels.
 Grade
 Price per bushel of pounds.
 Basis F. O. B. Chicago, including freight to.....

 Time of shipment, seller's option.....

 Routing

 Remarks

Chicago weights and grades to govern.

Payment by demand draft with documents attached.

Buyer shall furnish shipping directions on day requested when sale is for immediate, quick or prompt shipment; and within three (3) days after request when sale is for later shipment.

If buyer fails to furnish shipping directions in accordance with this agreement, seller shall make demand on buyer, and failing to receive shipping instructions in Chicago within forty-eight (48) hours after receipt of such demand by buyer, seller may cancel contract or any unfilled portion thereof, or ship the grain to the Post office address of the buyer, or sell same for buyer's account, charging in either event any difference or loss to the buyer, said amount to be due and payable at once.

Buyer and seller hereby agree to settle any disputes or differences arising under this contract by arbitration in Chicago before the Arbitration and Appeal Committees of the Board of Trade of the City of Chicago, whose decision shall be final.

Shipping terms are defined by the Chicago Board of Trade as follows:

Immediate shipment shall mean within three (3) business days at place of shipment.

Quick shipment shall mean within five (5) business days at place of shipment.

Prompt shipment shall mean within ten (10) business days at place of shipment.

Excluding the date of sale, expiration date of shipment shall be figured from date full shipping directions are received in Chicago, and shall not include Sundays or legal holidays at place of shipment.

Sale or purchase of grain for which shipment or delivery may extend beyond thirty (30) days from date of contract, to be subject to the "Rules governing Cash Margin Calls" as printed on back hereof.

(Signed) Broker.

Rules Governing Cash Margin Calls.

Sec. 1. On sale or purchase of grain, for which shipment or delivery may extend beyond thirty (30) running calendar days from date of contract buyer or seller is privileged to call from time to time for marginal deposits to the market, and for releasing of such margins to the market, until final adjustment of such contract has been made.

In cases wherein more than one contract is open, marginal deposit calls and subsequent calls for the releasing of same, shall not exceed the net aggregate difference owing by one party to the other on all contracts open and amenable to this rule.

Sec. 2. Said margin shall be deposited in any Chicago bank which has been duly authorized by the Board of Directors of the Board of Trade of the City of Chicago to receive deposits on Board of Trade contracts, and shall be subject to the Rules of the Chicago Board of Trade governing the depositing and releasing of margins.

Margins must be deposited in Chicago, not later than the close of banking hours on the next business day following the receipt of margin call.

Legal holidays in seller's or buyer's place of business shall not be counted.

Non-residents of Chicago, Ill., shall remit to a Chicago Board of Trade depository bank, by telegraphic transfer; such non-residents may, however, substitute a mail remittance in bankers' exchange to a Chicago Board of Trade depository bank, provided same is mailed not later than the next business day following the receipt of margin call, and preceded by prompt telegraphic notification from their local bank to party calling for the margin, stating remittance is being made.

Sec. 3. Party making marginal deposit must advise immediately by telegraph the party for whose protection the deposit is made, the name of the Chicago bank with which deposit has been or will be made.

Sec. 4. In case marginal deposit call to the market is not deposited and official notice of same is not received by the close of banking hours on the next business day following the receipt of margin call, as hereinbefore provided, the party thus calling shall have the privilege to cancel all contracts covered by such margin call at the general market value, or to re-sell or re-buy such grain at his option, under prompt telegraphic advice, charging any difference or loss to the defaulting party, said amount to be due and payable at once.

Sec. 5. All margins shall be immediately released upon the faithful performance of all contracts.

Sec. 6. Chicago banking institutions authorized by the Board of Directors of the Board of Trade of the City of Chicago as depositories for margins.

MAY WHEAT HARVESTS.

In the world's harvest calendar May is one of the least active months of the wheat year. In our own country we have the beginnings of cutting in Texas and California, late in the month usually. But the great field of wheat gathering is in the old world. Northern Africa, Central Asia and the Far East have harvests in this month, which contribute about 150,000,000 bushels of wheat to the annual supply. This includes Algeria, Morocco, and Persia, as well as China and Japan.

Probably the most interesting territory is that of Northern China in the Manchurian regions, where vast fields are now sown to wheat, for milling at Harbin and other grinding centers. Japan, whose harvest yield is about 25,000,000 bushels, depends to no inconsiderable extent for her surplus supplies on the Asiatic mainland. Manchurian wheat growing has received helpful stimulus from the Russian, whose milling standard has had its favorable effects on the quality of the yield throughout that portion of North China. The acreage has extended since the Russo-Japanese war, and through wheat prosperity has been restored to this portion of the Chinese Empire.

Comparatively little of the May wheat comes to the international market for the supply of western Europe. Whatever Texas and California furnish for this month is quickly absorbed locally. Algerian wheat generally goes to France, as part of the national supply. That colony usually grows about 30,000,000 bushels, but may supply less this year because of dry weather. Central Asia consumes nearly all that it grows, and Japan and China, as a rule, have to import wheat for flour from other countries. Our own West Coast prices have, however, been so far above the international basis as to throw the trade of the Pacific seaboard in Asia to Australasia and India. The real beginning of world-wide wheat harvesting is in June.—Wall Street Journal.

Will Pitzen is now in charge of the Farmers' Elevator in Stacyville, Iowa.

Otto Rasmusson has succeeded Mr. McLaughlin as grain buyer for the Pacific Elevator Co. in Crocker, S. D.

C. B. Nance of Richmond, Neb., has accepted the management of the Ruskin Grain & Coal Co.'s Elevator in Ruskin, Neb.

W. J. Prendergast of Penn., Ramsey County, N. D., has taken charge of the St. Anthony & Dakota Elevator at Newville, Towner County, N. D.

J. L. Bremner has resigned as manager of Jay Thompson's Farmers' Elevator in Elgin, Minn., and has accepted a position with the St. Anthony & Dakota Elevator Co., in North Dakota.

J. A. Smith of Kingfisher, Okla., state grain inspector, has issued a challenge for a debate on the question of location of a permanent state capital and the proposed amendment to the state constitution favoring railroad building.

ASSOCIATIONS

The Northwestern Ohio and Northeastern Indiana Grain Dealers' Association in session at Lima, O., on May 4 adopted resolutions protesting against an increase of freight rates in that territory.

Sec'y Courcier of the National Association has been at work in South Carolina, and the News and Courier on April 16 said that the Association's Uniform Grade Rules "will be adopted by the state of South Carolina."

Sec'y Strong reports the following new members of the Illinois Association: J. C. Bane & Son, Arrowsmith; C. H. Feltman, Peoria Board of Trade; Ford and Ford, Walnut Grove; Picker & Beardsley, No. 118 N. Main St., St. Louis; John Quinn, Arcola; F. E. Sharp, Blandinsville; Henry Wendell, Forrest; H. J. Wykle, Metamora.

Sec'y J. Vining Taylor reports the following new members of the National Hay Association: Cherokee Commission Co. Bristol, Colo.; A. Nowak & Son, Buffalo, N. Y.; F. A. Champlin & Co., Newark, N. J.; Mills & Blaydes, Guineys, Va.; W. A. Victor, Grand Chain, Ill.; C. S. Hutter, Lynchburg, Va.; John D. Martin, Lafayette, Ind.

The Ohio Millers' State Association, at Columbus, on April 21 adopted a resolution approving the passage of house substitute bill number 54, commonly known as "The Woods Public Utilities Bill," for the reason that it abolishes the present Railway Commission and places the control of railway transportation in the hands of a new commission whose duties are of too broad a character to adequately take care of the shippers' interests in connection with railway transportation.

At a meeting of the Northeastern Indiana and Northwestern Ohio Grain Dealers' Association at Lima, O., on May 6, President Robinson of the State Association spoke particularly on the grading of grain when it is purchased from the producer, and dwelt upon the advantages such a course would offer to the man who endeavored to market a high grade product. Under the present system, the farmer who raises a cheap, inferior grade of grain obtains exactly the same price for his product that the man does who specializes and offers perfect grain to the dealer who purchases and ships the product.

Sec'y W. L. Beaton, 327 Chamber of Commerce, Minneapolis, notifies members of the Tri-State Grain Dealers' Association as follows: "Mr. H. P. Elliott, freight claim agent for the Chicago, Milwaukee & St. Paul Ry. Co., tells us that when grain is damaged on account of delay in transit his company would prefer to have the grain turned over to them before disposing of same, as he feels they are in a position to realize more for this class of grain than the price it is very often sold at. I simply pass this information along, in order that you might take advantage of same should you experience a loss of this nature."

INDIANA MID-SUMMER MEETING.

The Mid-Summer Meeting of the Indiana Grain Dealers' Association will be held at the Claypool Hotel Assembly Room, Indianapolis, on Thursday, June 2, beginning at 10 o'clock a. m. The following is the program:

1. President's Address—Wm. B. Foresman, Lafayette, Ind.
2. Appointment of Resolution Committee.
3. Address and Illustration of the Moisture Tests in Grading Corn—Prof. G. I. Christie, Purdue University.
4. Discussion.
5. Address, "Evils of Advancing Money to the Farmers on Grain Purchased for Future Delivery"—A. E. Reynolds, Crawfordsville, Ind.
6. Discussion.
7. Address—"New Demurrage Rules"—L. H. Mummert.
8. Discussion.
9. Question Box.
10. Miscellaneous.

APPROACHING MEETINGS.

Oklahoma Millers' and Grain Dealers' Association meeting will be held at Oklahoma City on May 24 and 25.

The Texas Grain Dealers' Association annual meeting will be held at Ft. Worth on May 26-27.

The Indiana Grain Dealers' Mid-Summer Meeting will be held on June 2, at Indianapolis.

The seventeenth annual convention of the Illinois Grain Dealers' Association will be held on June 7 and 8 at Decatur; headquarters at the St. Nicholas Hotel.

The American Seed Trade Association will hold its annual meeting at Atlantic City on July 21-23.

Arrangements have been completed for the holding of the annual meeting of the Ohio Grain Dealers' Association at Cedar Point on the 15th and 16th of June, Wednesday and Thursday, going on

the 14th, Tuesday, and returning on Friday, the 17th.

National Hay Association will hold its annual meeting at Cedar Point, O., on August 23-25.

Council of Grain Exchanges of N. A., fall meeting, New York, September 5.

Grain Dealers' National Association annual meeting, Chicago, Oct. 10, 1912.

ILLINOIS ASSOCIATION MATTERS.

Sec'y S. W. Strong, in a bulletin dated April 27, encloses "Table XVI," compiled by the U. S. Department of Agriculture (see "American Elevator and Grain Trade," April number, p. 572) to which he invites the careful attention of the reader. "There has been much dissatisfaction," the circular adds, "and such heavy losses to the trade during the past few months, on account of discounts, that the country buyer is counselled to carefully study the 'Dry Matter' basis of the worth of corn.

"The country would not have suffered to so great an extent, had they been more conservative in buying, or have bought on a sounder basis. Paying in many cases No. 2 price for No. 3 corn has resulted in serious loss. Your attention is asked to the following table of the relative value of 1,000 bushels of corn, computed at a price of 63 cents per bushel for No. 2 corn containing 16 per cent moisture:

Original moisture content.	Value bu. dry matter age in basis.	Shrinkage drying.	Quantity at 16% moisture.	Value @ 63c per bu.	Discount dry matter basis.	Cost of drying from No. 2 corn.	Discount 2 corn.
Per Cent.	Cents per bu.	Per Cent.	Bushels	Dollars	Cents per bu.	Cents per bu.	Cents per bu.
16	63.00	0.00	1,000.0	630.00	0.00	0.00	0.00
19	60.75	3.57	964.3	607.51	2.25	.75	3.00
20	60.00	4.76	952.4	600.01	3.00	1.00	4.00
21	59.25	5.95	940.5	592.52	3.75	1.25	5.00
22	58.50	7.24	928.6	585.2	4.50	1.50	6.00

"You will notice that the 'dry matter' value is constant. In other words, there is just so much real value in 1,000 bushels of corn; and the buyer should be able to bid for corn at what it is really worth.

"Shall be glad to hear from you, and reply to any inquiries you desire to make."

ADJUSTMENT OF CLAIMS.

The claims committee of the Illinois Grain Dealers' Association have arranged a basis for the settlement of claims for loss in weight in transit with the Wabash, Chicago & Alton, and Chicago, Rock Island & Pacific R. R. Companies, as follows:

1. There will be no claim filed for \$3 or less.
2. On claims in excess of \$3, where the record of handling seems perfect, an allowance of one-fourth of 1 per cent on corn and one-eighth of 1 per cent on wheat, oats and other small grain will be made.
3. Where claims exceed \$3 and there is evidence of leakage, claims will be paid in full and the railroads will not ask for any deduction.

The committee strongly recommends that members of the Association file all their claims through the claims department, inasmuch as it will expedite payments, and also be a means to cause the other railroads to make a like arrangement.

ITEMS FROM TEXAS-WAY.

Sec'y G. J. Gibbs, among other matters, in circulars addressed to members of the Texas Association, says:

The executive committee met in Fort Worth on April 29 and fixed the place and time for our twelfth annual meeting as Fort Worth, on Thursday and Friday, May 26 and 27, 1910. The following named members were appointed as a committee on program: H. B. Dorsey, G. J. Gibbs, T. G. Moore, E. R. Kolp, J. A. Stephenson and E.

M. Rogers. This committee will prepare an interesting program which will be duly announced to our members later, both by circular and through the public press.

All members are urged to co-operate with the officers and the program committee. We do not always know your troubles and needs, and, therefore, members are invited to submit subjects and topics for discussion. If you have any grain matter of general interest, which will be a good matter for discussion at the annual meeting, write to me, and we will place it for discussion at the meeting.

The Oklahoma Grain Dealers' Association will hold its annual meeting at Oklahoma City, May 24 and 25, and we are promised a large list of visitors from that state. There will also be many visitors from Kansas.

Fort Worth is a splendid city in which to hold this meeting. It is now the grain center of Texas, and you may expect a warm welcome from all the grain dealers there, both members and non-members of our Association, and your visit will be of profit and pleasure. Take the time and invite all grain dealers in your vicinity to meet with us. The state has the promise of a good crop this year, and you will be benefited greatly by meeting the grain dealers of Texas and other states.

"From time to time I mail you arbitration decisions," says Mr. Gibbs, "and I would suggest that you file these documents for future reference. The decisions, if studied, will keep you posted on the ethics of the grain trade generally; and by keeping well posted you will be able to avoid trouble in many instances.

"There is much complaint now of the grades of corn being shipped from northern markets; and when buying corn on St. Louis, Kansas City or any Northern inspection I would warn you to be careful and deal only with reputable concerns who can guarantee the grain to arrive in condition. There is but little dry corn in the Northern markets, and many Texas dealers are having trouble with Northern corn."

E. H. Ruggles has resigned as grain buyer for the Verdon Grain Co., in Verdon, S. D.

C. T. Strand has succeeded Mr. Torgerson as buyer for the Federal Elevator in Lake Park, Minn.

New Orleans in April exported 9,467,30 bushels of wheat (to Hamburg) and 17,142,48 bushels of corn (to Liverpool).

Richard Hoffman of Augusta, Wis., has taken charge of a grain elevator and warehouse for D. O. McGuire in Wilson, Wis.

R. W. Leetch has resigned as manager of the Farmers' Grain Elevator in Cabery, Ill., to become manager of a farmers' co-operative elevator.

The agent for the St. Anthony & Dakota Elevator Co., at Deep, Bottineau County, N. D., was recently stricken with smallpox and quarantined in the elevator.

John Brett, elevator agent at Ojata, Grand Forks County, N. D., has removed, with family, to Gull Lake, Sask., Can., where he has secured a half section of land.

The Montreal Harbor Commissioners' elevator has a new marine leg with capacity of 16,000 bushels per hour. This makes the unloading capacity 60,000 bushels per hour.

The Government on April 22 at Portland, Ore., opened bids for 5,000 tons of oats to go to the Philippines. The only bids were from Seattle, the lowest being by W. W. Robinson, \$30.95.

The Montreal Elevating Co., has decided to go out of business, "having found it impossible to compete with the system of public elevating which has with the approval of the Government, been established by the commissioners in the harbor."



THAT COMET—Take your choice!—Zahm's Red Letter.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Damages for Breach of Contract to Deliver Corn.

In an action brought to recover damages for breach of contract to deliver corn, it appeared that the sale had been of 10,000 bushels at 39¼, 30,000 bushels at 40, and 10,000 bushels at 40¼ cents per bushel. The contracts provided for actual delivery on track Chicago. The market value of corn the last day it might have been delivered was 42¾ cents per bushel.

The damages recoverable for the breach, the Supreme Court of Iowa holds (H. D. Wetmore & Co. vs. Henry, 124 Northwestern Reporter, 791), was the difference between the purchase and market price.

The plaintiff claimed the allowance of a commission of one-half per cent for purchasing corn for delivery, instead of that contracted by the defendant. The most shown was that some sales contracted had been canceled by the payment of the difference in price and some corn had been bought by the plaintiff. Without deciding whether this evidence was competent, the court deems it enough to say that no commission could be allowed on canceling contracts, for the damage would be the difference between the rate at which canceled and the purchase price of this corn, and the relative amounts purchased and for which contracts were canceled were not shown. Whether a commission should be allowed in such a case need not be determined; but, in any event, an instruction authorizing its recovery on all the corn, if fraud was perpetrated in procuring the settlement, was erroneous.

Duty to Provide for Receiving Grain or Notices of Its Arrival.

A resident of Little Rock purchased oats in Nebraska and Missouri, which were consigned to Texarkana, Ark., shipper's order, with directions on the hills of lading to notify him at Texarkana. In an action brought to recover damages from the railway company for failure to notify him of the arrival of the cars, such damages to include loss in weight and depreciation in price during the delay, it appeared that he was not in Texarkana during that period, made no inquiry for the cars, and neither gave directions to the company for the forwarding of notice to him of the arrival of the cars, nor made any arrangements with any one in Texarkana to receive notice for him, further than to forward the hills of lading attached to drafts to a grain company, which authorized the latter to take up the drafts and hills of lading and receive the cars.

On this state of facts, the Supreme Court of Arkansas thinks it clear that the party was not entitled to recover the damages sought. It says (St. Louis, Iron Mountain & Southern Railway Co. vs. Townes, 124 Southwestern Reporter, 1036) that, as the company was required by the terms of the contract to give him notice of the arrival of the cars at Texarkana, there was a corresponding duty devolving on him to put himself in position to receive the notice, so that the same would be available. Any attempt to have given him notice at Texarkana would have proved fruitless, for he was not there to receive it; and, before he could complain of the failure of the company to comply with the contract by giving him the notice, he must have first performed the contract impliedly imposed on him to put himself in position to receive the notice. He could not complain when he had failed to perform his part of the contract, for when he failed to make arrangements for the carrier to give him notice, he impliedly agreed for the latter to hold the goods until the bills of lading were presented by some one. This was what the law required the carrier to do, and he could expect nothing more.

In discussions of the general question as to when liability as a carrier ceases and that of a warehouseman begins, it is said that it is the duty of the consignee to be on hand and ready to receive the goods. If he be absent when the carrier is ready to deliver the goods and has left no agent known to the carrier to whom delivery can be made for him or to whom notice can be given of their arrival, the carrier becomes at once a mere warehouseman of the goods. The principle is the same in determining the question of liability of the carrier for failing to give notice where damages are alleged to have resulted from such delay.

TEXAS ARBITRATIONS.

The following are recent decisions by the arbitration committee of the Texas Grain Dealers' Association, kindly supplied by Sec'y G. J. Gibbs:

Texas Grain & Elevator Co. vs. W. H. Dowlen & Sons.—(E. R. Kolp, E. W. Rollow, and I. Updike, committee.) Claim filed before the arbitration committee of the Texas Grain Dealers' Association by Texas Grain & Elevator Co. of Fort Worth, Tex., against W. H. Dowlen & Sons of Byers, Tex., where-

in plaintiff seeks to recover \$22.86 on a shipment of corn.

The testimony before the committee shows that on Jan. 13, 1910, plaintiff bought from defendants one car of No. 3 or better mixed corn at 72 cents per bushel f. o. b. Byers, Tex., weight and grade guaranteed at destination.

The corn was shipped to Abilene, Tex., and there weighed by Star Milling Co., and a sworn weight certificate furnished, showing the weight at destination 1,778 pounds short of the weight as invoiced by defendants.

The plaintiff rendered account sales based on destination weight, making claim for \$22.86, and this claim defendants declined on the ground that the weight as determined at Abilene was not correct. They contend that the corn was twice weighed at Byers, Tex., and over different scales, and that the two weights at Byers were substantially the same, and therefore they should not be asked to protect the weight as determined at Abilene.

We find that a contract was made between the parties, and that defendants specifically agreed to protect the weight and grade at destination; and in the absence of any proof showing fraud or irregularity in the manner of weighing the corn at destination, we are compelled to find for the plaintiff in the amount of the claim.

The defendants, W. H. Dowlen & Sons, are therefore ordered to pay promptly to plaintiff, the Texas Grain & Elevator Company at Fort Worth, Texas, the sum of \$22.86, and the secretary is directed to return the deposit fee of plaintiff.

H. Dittlinger Roller Mills Co. vs. Weathers Grain Company.—(E. R. Kolp, E. W. Rollow, and E. N. Rogers, committee.) Claim before the arbitration committee of the Texas Grain Dealers' Association by H. Dittlinger Roller Mills Co., of New Braunfels, Texas, against Weathers Grain Co. of Greenville, Texas, wherein plaintiff seeks to recover the sum of \$124.30, shortage on snap corn shipments.

The testimony establishes the fact that on October 19, 1909, defendant sold plaintiff five cars snap corn at 72 cents per bushel delivered Texas Group 3, ten days' shipment. The sale was made by exchange of telegrams, properly confirmed, and provided that shippers' sworn weights should govern. The five cars were shipped to New Braunfels, Texas, and there weighed with the following results:

	Pounds.
Car M. K. & T. 71170. Loss.....	810
Car N. & W. 23010. Loss.....	665
Car M. K. & T. 5546. Loss.....	4,550
Car M. K. & T. 15654. Loss.....	6,795
	12,820
Car M. K. & T. 2161. Over.....	390

Net shortage on the 5 cars.....12,430

The plaintiff made returns based on this net shortage, amounting to \$124.30, and the defendant declined payment of same, on the ground that the corn was sold on shippers' sworn weights.

Sworn weight certificates were furnished for each car; but we find that same are incomplete and irregular, from the fact that the public weigher in each instance makes affidavit that he weighed the corn, using the words "For Car No. —," and does not state that the corn was actually loaded into each particular car. The affidavits simply state that the corn was weighed "For" each car and do not state that the corn was "Loaded" into each car.

On account of this irregularity in the sworn weight certificates furnished by the shipper, we will divide the excessive shortage appearing in cars M. K. & T. 5546 and M. K. & T. 15654, amounting to 11,345 lbs., and award to plaintiff the value of one-half this shortage at 72 cents per bushel delivered New Braunfels, as follows:

11,345 lbs. corn at 72 cents.....	\$113.45
Less freight, 22 cents per 100 lbs.....	24.95
	\$ 8.50

One-half allowed plaintiff.....\$ 44.25

The Weathers Grain Company is therefore ordered to pay to H. Dittlinger Roller Mills Co., promptly, at New Braunfels, Texas, the sum of \$44.25, and the secretary is directed to return the deposit fee of plaintiff.

J. A. Boring Grain Co. vs. Grayson Mill & Grain Co.—(E. R. Kolp, E. W. Rollow, and I. Updike, committee. E. W. Rollow being interested in the above claim, Mr. I. Updike was appointed arbitrator in his stead.) Claim filed before the arbitration committee of the Texas Grain Dealers' Association by J. A. Boring Grain Co. of Houston, Tex., against Grayson Mill & Grain Co. of Van Alstyne, Tex., wherein plaintiff seeks to recover the sum of \$137.50, alleged to be due on the mis-grade of 13,750 bushels oats purchased from defendant.

It is shown by the testimony that on Aug. 30, 1909, plaintiff purchased from defendant 15,000 bushels white oats in even-weight bags at 49 cents delivered Group 3 points, shipment to be made between Sept. 1, 1909, and Jan. 1, 1910. The confirmation of plaintiff stipulated that official, or

hoard of trade, weights and grades to be final, while the confirmation of defendant stipulated that Burlington or Cairo weights and grades should be final. The oats were shipped out within the contract time as ordered by plaintiff. On the arrival in Houston of ten car loads of the oats, the plaintiff claimed that they did not grade No. 2 White, but that, in fact, they were No. 3 White; and claim was made on the defendant for \$137.50, being one cent per bushel on 13,750 bushels. The defendant declined payment on the ground that official Burlington certificates of weight and grade had been furnished as provided in the contract and the adjustment of the difference was referred to this committee.

The plaintiff appears to have made a very complete investigation and discovered that a part, if not all, of the ten cars originated in Omaha, where they were originally graded as No. 3 White oats; that the oats were then shipped to Burlington, inspected by the official inspector there, and graded No. 2 White; and that the oats were then shipped to Houston, and the Burlington inspection certificates furnished plaintiff. This is the contention of the plaintiff; but no proof is shown to us that the oats as originally shipped from Omaha to Burlington were the identical oats shipped from Burlington to Houston.

We find that the defendant sold oats to grade No. 2 White in Cairo or Burlington, and that oats carrying Burlington No. 2 White inspection were actually shipped, and must therefore hold that defendant filled his trade in terms of the original contract. Judgment is therefore rendered in favor of the Grayson Mill & Grain Co., and the secretary is directed to return the deposit fee of defendant.

C. L. Moss vs. Harrah-Robb Grain Co.—(E. R. Kolp, E. W. Rollow, E. W. Crouch, committee.) Claim filed before the arbitration committee of the Texas Grain Dealers' Association by C. L. Moss of Dallas, Texas, against Harrah-Robb Grain Co. of Oklahoma City, Okla., wherein plaintiff seeks to recover \$93.23 shortage in weight on a shipment of corn.

The testimony shows that on Dec. 7, 1909, plaintiff purchased from defendant one car, 60,000 pounds, No. 3 or better corn at 70½ cents basis delivered Texas group 3. This deal was made by exchange of telegrams, and was confirmed by both parties by mail on the same date, the plaintiff's confirmation directing that the corn be shipped to Britton, Texas, but being silent as to what weights should govern. The defendant's confirmation contained the following clause: "Subject to destination hopper or track scales, otherwise shipper's weights and destination grades." In addition to the written confirmation, defendants also wrote plaintiff that they were unwilling to accept wagon or truck scale weights at destination. The plaintiff does not seem to have offered any objection at the time to the method of weights at destination as required by defendants.

The car was shipped to Britton, Texas, and a shortage of 8,580 pounds reported, supported by affidavit, and the plaintiff rendered account sales for this shortage amounting to \$93.23, and the defendants declined to pay same, on the ground that proof was not furnished, showing that the corn had been weighed at destination on hopper or track scales. The weights of the M. K. & T. Ry. at Ray, Texas, also showed a shortage of about 7,700 pounds.

The defendants have admitted an error of 1,000 pounds in their invoice, and state that they owe the plaintiff for same.

While all the evidence seems to establish the fact that the car was actually short at destination, and that, too, about the amount of plaintiff's claim, we are of opinion that the plaintiff is bound by the terms of defendants' confirmation as to the manner in which the corn should have been weighed at destination, from the fact that he offered no objection at the time the confirmation was received; and we hold that by his silence he acquiesced as to the method of weighing required by defendants.

We will, therefore, render judgment for the defendants, but require that they pay to plaintiff the value of 1,000 pounds of corn, admitted error in their invoice, which amounts to \$12.58; and we also assess the trial costs to defendants by reason of the error in their invoice, and order the return of plaintiff's deposit fee.

Harrah-Robb Grain Company are therefore ordered to pay to C. L. Moss, promptly at Dallas, Texas, the sum of \$12.58, being the value of 1,000 pounds of corn at 70½ cents, and the secretary is directed to return plaintiff's deposit fee.

(Note by secretary: Decision by E. R. Kolp and E. W. Crouch. Mr. Rollow dissents but files no minority report.)

DECISIONS ON APPEALED CASES.

Van Alstyne Elevator Co., appellants, vs. Hughston Grain Co., appellees, appeal from judgment of arbitration committee.—(Appeal heard by H. B. Dorsey, C. F. Gribble, and B. E. Clement.)—This case was tried before the arbitration committee, May 27, 1909, and a judgment rendered in favor of appellees for the sum of \$110.

The testimony before the arbitration committee and before this committee establishes that appellants sold to appellees 2,000 bushels No. 3 or better bulk corn at 80½ cents basis delivery at Group 1 Texas points, destination weight and grades to govern. Appellants shipped the corn in two cars to Plano, Tex., and on its arrival at Plano the corn was refused by appellees, who claimed that the corn did not grade No. 3, and that it was not therefore of contract grade. The testimony shows that J. T. Stark, A. P. Hughston and a Mr. Skinner inspected the corn in the cars at Plano, and that they graded the same as No. 4, while Mr. Kauffman, of the Plano Milling Co., graded it No. 3. Appellants sent a sample of the corn from the cars to Fort Worth, and this sample was graded No. 3 by the chief inspector at that place, while the assistant inspector graded it No. 4.

The appellants then sold the corn to Plano Milling Company at 86½ cents, being 5½ cents above the original contract price. The parties then agreed to submit the ownership of the \$110, which represented the advanced market value of the 2,000 bushels of corn, to arbitration.

The arbitration committee found, that while there was a conflict of opinion as to the grade of the corn, the preponderance of testimony was in favor of the contention of appellees, and that the corn graded No. 4 as contended by appellees. The testimony further showed that appellants had suffered no financial loss whatever in the transaction; and the arbitration committee rendered a judgment in favor of appellees, the Hughston Grain Co., for the sum of \$110 and return of deposit fee.

The executive committee, having carefully considered all the testimony, is of opinion that no error was made by the arbitration committee; and the judgment rendered by that committee is hereby in all things affirmed, and the secretary is directed to pay the deposit of said \$110 to Hughston Grain Co., and also to return the deposit fee of \$5 to appellees.

The committee declines to allow the interest claim of appellees.

J. E. Ervine & Co., appellants, vs. Andrews & Ranson Co., appellees.—Appeal from finding of Arbitration committee. Mr. Clement was excused from serving in the consideration of this appeal. (Appeal heard by H. D. Dorsey, C. F. Gribble and J. T. Stark.) In the above case, judgment was rendered in favor of appellees at a meeting of the arbitration committee on December 21, 1909, the amount of the award being \$113.60. The testimony shows that appellants sold appellees a car of ear corn which was shipped to Britton, Tex. The confirmation of appellants stated simply one car snap corn, while the confirmation of appellees stipulated good Oklahoma ear corn, but neither confirmation stated whether shippers or destination grade should govern. The contract provided that weights at destination should be guaranteed within 1 per cent.

The corn was refused at destination and was finally sold by appellees at 60 cents, the original contract price being 71½ cents. A bill for \$117.17 was rendered appellants for loss, shortage in weight, expenses, etc., which was declined; and appellees filed claim for same before the arbitration committee.

On the ground that the confirmations conflicted, the arbitration committee rendered judgment for appellees for amount of claim. The 1 per cent weight allowance was credited, and judgment given appellees for the sum of \$113.60.

The testimony shows that Mr. Ranson was shown some corn appellants had in Fort Worth, and that the corn shipped to Britton was to be of equal grade. After the refusal of the car at Britton, appellants sent Mr. Officer to inspect the corn, and he has filed a sworn statement that the car at Britton was equal to the corn appellants had in Fort Worth, and that it was of good quality.

The executive committee believes from the testimony that appellants shipped corn of quality sold; and for the reason that neither confirmation stated what grade should prevail, hereby reverses the judgment of the arbitration committee and renders judgment in favor of appellants, but holds that appellants should pay appellees for the weight shortage at destination, less the 1 per cent.

It is ordered that the arbitration fee be assessed against appellants, and that the appeal fee be assessed against appellees.

KANSAS ARBITRATION CASES.

The following decisions in arbitration cases have recently been made by the Kansas committee (I. A. Pribble, C. A. Smith and S. F. B. Bonebrake), kindly supplied by Sec'y E. J. Smiley of the Kansas Grain Dealers' Association:

Burke Gr. Co., St. Joseph, Mo., plaintiffs, vs. Derby Gr. Co., Sabetha, Kans., defendant.—From the correspondence submitted to your committee in the above entitled case and also from the evidence given at the hearing in Kansas City, February 10, 1910, it appears that the plaintiff, the Burke Grain Co., bought of the defendant, the F. A. Derby Grain

Co. of Sabetba, Kansas, two cars of No. 2 yellow corn. It also appears that cars No. 53028 R. I. and No. 48591 C. O. & G. were shipped on this contract and that said corn graded No. 2 at St. Joseph, official inspection, and that both cars were reshipped to country points, one being forwarded to Weatherby, Mo., and the other to Winston, Mo. It would appear that both cars were plugged; that is to say, an interior grade of corn was loaded in the bottom of the car and No. 2 yellow corn, the grade sold and confirmed by the defendant, being loaded on top; and both cars were refused at destination, and by request of the plaintiff, the inspector at St. Joseph was sent to both Weatherby and Winston for the purpose of reinspecting the corn and that said inspector showed the contents of cars to be as above stated and inspector turned grade of No. 4.

The evidence shows that the said plaintiff applied said cars on contract at a discount of 5 cents per bushel, refunding this amount to the receiver of this corn at Weatherby and Winston, Mo., the sum so refunded being \$93.90, as 1,878 bushels of corn were delivered on contract as aforesaid.

From all the evidence furnished in the correspondence, as well as the verbal statements given before your committee at the hearing in Kansas City, it would seem that the St. Joseph inspection department was very faulty in the first inspection of this corn, and that said inspector worked a hardship on the plaintiff; and after considering the matter fully your committee has decided, in justice to all, to divide the loss between the plaintiff and defendant, by allowing the plaintiff 3 cents per bushel, on the basis of 1 cent for market difference and 2 cents as a part of the loss.

Therefore, the defendant, The Derby Grain Co. of Sabetha, Kansas, is ordered to pay promptly to the plaintiff, the Burke Grain Co. of St. Joseph, Mo., through the secretary, the sum of \$56.34, the amount of the award, same being 3 cents per bushel, on 1,878 bushels of corn shipped by defendant on this contract, the costs of this case amounting to \$14.30 to be equally divided between the plaintiff and defendant.

Bluff City Milling Co., plaintiff, vs. E. R. & D. C. Kolp, defendants.—This is a case wherein the plaintiff, the Bluff City Milling Co. of Bluff City, Kan., sold the defendants, E. R. & D. C. Kolp of Ft. Worth, Texas, three cars of No. 2 soft wheat 3's to apply cent scale, confirmation dated August 19 and 28, 1909, final destination weights and grades. It appears also from the papers submitted to your committee and evidence given at the verbal hearing held at Kansas City, February 10, that the said plaintiff filed the order with cars No. 27761, 33067 and 26314 A. T. and No. 26314 was applied on contract at ten (10) cents per bushel, discount account of grade at Ft. Worth, and that cars Nos. 33067 and 27761 were reconsigned to Brownwood, Texas; and although the account sales of defendant shows that car No. 27761 was applied on contract with a discount of five cents per bushel, and No. 33067 at a discount of three and a half cents per bushel, both cars were accepted by consignees, The Austin Mill & Grain Co., at final destination, which in this case your committee considers was Brownwood, Texas, on a sale of No. 2 soft wheat, without discount.

After fully considering the case in all its bearing your committee has decided that the discount applied by the defendant on the two cars reconsigned to Brownwood, Texas, viz.: Nos. 33067 and 27761, was in error, as the confirmation of the said defendant specified final destination without discount terms, and as said cars were applied on contract at such final destination without discount, that plaintiff is entitled to returns on these cars on basis of No. 2 grade; however, that plaintiff is entitled to returns on these two cars on basis of No. 2 grade; and although, inasmuch as the final destination of car No. 26314 was Ft. Worth, Texas, and although papers submitted by plaintiff seem to show that the discount of 10 cents a bushel made on this car in applying it on contract seems excessive and possibly unreasonable, the same is in accordance with the terms of sale; and therefore your committee denies the claim of plaintiff on car No. 26314 and decides that returns on this car should stand as rendered by defendant.

It is, therefore, ordered that the said defendant, E. R. & D. C. Kolp of Ft. Worth, Texas, promptly pay the said plaintiff, the Bluff City Milling Co. of Bluff City, Kan., through the secretary, the sum of \$105.94, same being five cents per bushel on car No. 27761 A. T. containing 1,233 bushels, amounting to \$61.65, and 3½ cents per bushel, on car No. 33067 A. T., containing 1,265 bushels, 46 cents amounting to \$44.29, or a total of \$105.94, the amount of this award as aforesaid, the costs of this case, to the amount of \$14.30, to be divided equally between plaintiff and defendants.

Notice of appeal has been filed.

Buffalo grain scoopers have been given an advance in wages of 12½ cents per 1,000 bushels. This makes the price paid \$2.22½ per 1,000 bushels. The charge made for handling the grain by the elevators is \$3.42½ (the old arrangement) of which the elevator gets \$1.20, while the rest goes to the grain shovelers.

FIELD SEEDS

The Mackenzie Seed Co. will erect a six-story warehouse at Brandon, Man., at a cost of \$75,000.

The South Dakota Experiment Station is building a seed house, the first of several that will be erected on the farm.

The A. Ostberg Seed Co., Chicago, has been incorporated by A. Ostberg, C. Swanson and E. F. Bell; capital, \$100,000.

Gozza Koppely, Budapest, is the consignee of a carload of seed corn grown by Joel Strahm of Nemaha County, Kan.

A Good Seed Institute will be held at Redwood Fall, Minn., next fall—cooperatively promoted by the local business men and the State Farmers' Institute.

J. H. White has completed the negotiations by which he becomes the controlling stockholder of the Amzi Godden Seed Co., at Birmingham, Ala., the largest wholesale seed company in that state.

The new seed inspection act of South Carolina is now in force and effect. Analyses will be made on request for a fee of 25c. per analysis by Prof. Barr at the Experiment Station at Clemson. Vendors of adulterated and misbranded seeds are liable to fine.

The Wooster Station demonstrated last year that if Ohio farmers had all used the best yielding varieties of seed corn the average yield would have been increased about 15 per cent, or a gain to the state of 15,000,000 bushels. The Station urges that, as a beginning, every progressive corn grower should try at least one good variety in comparison with his own.

The Maine Department of Agriculture sent out this spring to such members of the Maine Seed Improvement Association as desire it, ten-ear lots of flint corn for experimental purposes. The corn was carefully selected with a view to its maturing in the locality where the experiments are to be made, and the lots were accompanied by a circular giving a detailed plan for seed breeding work.

Indian flax seed was offered in New York during April in unlimited quantities on the basis of \$2.01 per bushel, plus the 25c. duty. Allowing for the drawback, amounting to about 13½c. per bushel, the price was materially below the basis current in the Northwestern markets, although the seed was counted worth from 1c. to 2c. per bushel more in oil producing value than in the best Northwestern seed.

Ontario farmers, having obtained control of the bug pest, are annually increasing their output of peas and resumed exporting. The Montreal Trade Bulletin says: "No. 2 peas are quoted at 79c. to 80c. afloat May, and boiling peas \$1.07½ to \$1.15, as to quality, in store. At the present time, they are somewhat difficult to dispose of, although the months of April, May and June are usually considered the best for consumption."

"Clover seed is an international game," says Frank I. King. "United States has no monopoly. Years ago we exported freely. Some recent seasons the imports have made the price. Present outlook in United States is very favorable. It is a long time until harvest and prospect will vary. Chili harvests first. There will be a little surplus of the 1908 crop carried over to another season. Receipts continue to be mostly of a poor quality."

W. K. Kellogg, president of the Kellogg Toasted Corn Flakes Company of Battle Creek, Mich., has given to the Iowa Grain Improvement Association his entire lot of prize corn that was shown last January at Ames. This corn is to be distributed for seed purposes and the best ears that it produces are to be exhibited at the grain show next winter. This lot of corn contains over 200 choice ears. It has all been tested and is arranged by sections.

We asked a large seed house if farmers were careful in buying clover seed to see that it was clean, says the Indiana Farmer. They laughed and said "a few are, but many of them drive up to the curb and call to ask if we have clover seed. If so, bring me out three bushels." Such men will often buy cheaper grade. It is likely to contain dodder, sand, chaff, buckhorn, ragweed, mustard and other impurities. It may also be half shriveled seed. This immature seed is likely to fail. It may sprout and die. Good clover seed should be plump, bright, slightly green and never brown or lead colored.

The work of the seed testing laboratory at the University of Missouri is being done by women, specially trained for this work at Washington; and in the first eleven months after the establishment of the laboratories in the College of Agriculture 407 samples of corn, wheat and clover were received and tested. In some cases the proportion of weed seed found in clover has been found to amount to 20 per cent of the bulk. In wheat and corn it has been found that in what farmers had bought for first-class corn and wheat seed, 10 per cent would not sprout or grow. These results were so satisfactory to the farmers that the samples of grains sent this year have almost doubled in number those

sent to the laboratories to be tested last year. That the system of testing seeds free by the College of Agriculture is improving the quality as well as the quantity of corn grown in Missouri is shown by the contests held last winter during farmers' week at the University of Missouri. Each year new trophies have to be provided for the increasing good quality of the samples exhibited.

COMING CORN SHOWS.

The Delaware Corn Growers' Association show will be held at Dover on December 8-9.

The South Atlantic Corn Exposition will be held at Columbia, S. C., during the week beginning December 5. This exposition is to be held under the auspices of the state government in association with the State Corn Breeders' Association and the Columbia Chamber of Commerce, the management being lodged in a commission in charge of the state appropriation for prizes together with the executive officers of the State Corn Breeders' Association. It will be the first corn exposition held in the South, and will be conducted on practically the same lines as the National Corn Exposition and other middle western corn shows. It has been determined to open the competition in all of the classes to the four strictly South Atlantic States, growing corn under similar conditions, namely: North and South Carolina, Georgia and Florida.

MEXICAN CHICK PEAS.

Consul Alexander V. Dye, of Nogales, responding to a Chicago inquiry, says that the production of garbanzos, or chick peas, in the Mexican state of Sonora has increased steadily for six or seven years, especially in the southern part. The consul's trade details follow:

"During the shipping season of 1909—May to November, inclusive—there passed through the port of Nogales 206,871 bushels, valued at \$340,549. Although shipments to the United States are increasing, the greater part of the crop does not pass through this port, but goes by water to New York and to other foreign countries, principally to Spain, Cuba, Porto Rico, and South America.

"The former crude and wasteful processes of harvesting and thrashing have ceased, owing to the introduction of machinery manufactured especially for this purpose in the United States. When cleaned, the garbanzos are graded by machinery at the buyers' warehouse into three or four different sizes. Usually only two sizes are exported. The first are of a size that 54 peas weigh 30 grams (1.058 ounces); the second size includes 65 peas in 30 grams. Seed peas run 48 to 50 peas per 30 grams. What is called a good crop will average 85 per cent first-grade garbanzos, 10 per cent second-grade, and the remaining 5 per cent is used for food for stock.

"I believe the garbanzo could be profitably raised in parts of the United States, where the straw and low-grade peas could be utilized for stock food." [A list of the principal dealers and shippers of garbanzos in Sonora may be obtained from the Bureau of Manufactures.]

WILT-PROOF FLAX.

Apropos the demand on seed dealers for "wilt-proof" flax seed, which some dealers, indeed, have the temerity to offer for sale, Prof. Bolley writes the Commercial Record of Duluth that, "It is needless to say that there probably is no such thing as an absolutely wilt-proof strain of flax seed. Furthermore, it may be said that there is a very small amount of the wilt-resistant flax with which the department of Botany of the Agricultural College and a number of farmers have been co-operating with a view to increasing the seed.

"It is an unfortunate thing that there are many dishonest people in the world, and during the last three or four years much flax seed has been sold in the Northwest, the purchasers being led to believe that they were buying not only 'high yielding flax' but a 'wilt-proof flax.' The farmers who bought that seed and grew it on land that was not flax-sick never found out the difference. That is, any ordinary flax will grow a good crop if the ground does not contain the wilt-producing organism.

"The result is that many of these innocent purchasers are now selling 'wilt-proof,' or wilt-resistant, flax simply because they were told that it was resistant or wilt-proof seed which was sold to them. This statement is made simply to call attention to the fact that the possibility of procuring wilt-resistant flax is as yet much in the experimental stage. There is in the state of North Dakota less than a thousand bushels of flax seed which has been bred for the specific purpose of resisting flax wilt. It is possible that eventually this work will prove of even greater success than anticipated; but those people who are knowingly taking advantage of those who desire to improve their crops are not worthy to be called seedsmen, nor the honorable name of farmer.

"Now that the method of procuring this wilt-resistant flax is comparatively well known, it is possible that eventually many farmers will be able to develop seed of high wilt- and rust-resisting power, but for the next two or three years it will be

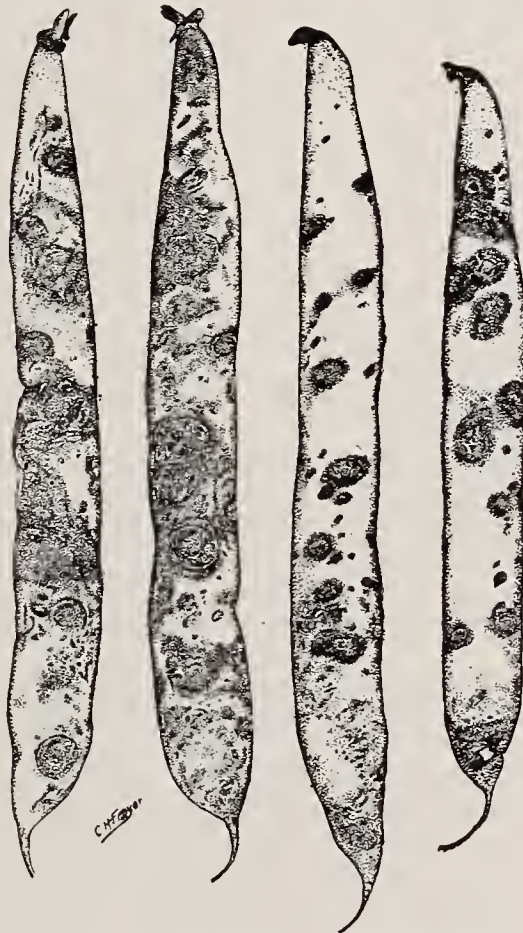
wise to purchase such seed only in small amounts for trial upon wilt-sick soil, after which, if it is resistant, can develop all they want very quickly, and their home seed will be much better for their purpose than any they could have procured elsewhere. If they grow it on wilt-sick land and succeed, they will know that it is resistant."

BEAN POD SPOT.*

The spotted appearance of snap beans, especially of the wax-podded varieties, is due to a fungus which has various names, such as rust, wilt, pod spot, etc. It appears on both the bean, the pod and the leaves, appearing on the latter soon after the plant appears above ground and causes considerable reduction on the stand; when it appears later on the developed leaf, the efficiency of the plant is impaired.

The fungus grows by sending the fine thread-like filaments into the cells of the bean plant, and reach the bean through the pod. In this case, unless the infection is destroyed, the dried beans become the means of carrying over the disease from crop to crop. The sheltering of the disease in the dried bean is now believed to be the principal means perpetuating the disease.

"Diseased beans may be recognized by the brownish or yellowish discoloration of the seed coats, and when badly affected the seeds will be more or less shriveled in addition to being discolored. When



BEAN ANTHRACNOSE, OR POD SPOT.

such seed are planted the dormant fungus resumes its growth with that of the plant and the seedlings are soon affected. Some efficient method of seed treatment should reduce the amount of disease, but none is known as yet. Careful hand selection, in which all discolored, shriveled seed are rejected, will reduce the amount of the disease somewhat, but it has not proved a wholly satisfactory method. A better method is selection of seed while still in the pods.

"If no spots are to be seen on the pods, the seed will be reasonably free from the fungus and sound seed when planted will give a clean crop. On this account, extra efforts should be made to secure good seed. It has been suggested that seed be grown in uninfested regions, but dealers can not always be sure of the absence of the fungus from any particular region, the disease having spread to most of the important bean-growing regions.

"Selection of seed from the growing crop, all spotted pods to be rejected, and care in planting, so as to be away from other areas of beans, will give a clean crop, if a few ordinary precautions are observed. The spores by which the fungus is spread from plant to plant are very sticky when wet and are readily transferred on the hands, clothing, or implements. On this account beans should never be cultivated or gathered while wet with dew or rain. If it is too much trouble to observe these precautions for the whole crop, it could be done with little extra effort for a small plot on which to grow seed for future planting. There is some prejudice in certain quarters against the raising of seed at home, but experiments at the Louisiana Station

*See Farmers' Bulletin 388—"Experiment Station Work LVI."

gave as good results with home-grown bean seed as with that introduced from a distance.

"Formerly spraying with Bordeaux mixture or other fungicides was recommended for the control of the pod spot, and if very thoroughly done at frequent intervals it may prove efficient, but in the light of present experience, if the following recommendations are observed, but little loss will result from anthracnose or pod spot: (1) Plant seed free from disease; (2) keep away from the plants while they are wet; (3) remove and burn diseased plants as soon as they are observed."

FLAXSEED CULTURE IN THE NORTHWEST.

The Western linseed crushers are somewhat alarmed at the decline of flax growing in the Northwest, and recently issued a pamphlet designed to stimulate wider seeding to this crop. The pamphlet points out that wheat and flax are pre-eminently a money crop of the Northwestern states, viewed from the standpoint of cereal production, the soil and climatic conditions being well adapted to the growing of both; but because of the so-called flax wilt the crop has been shunned to considerable extent by farmers who still believe in the doctrine of "flax-sick land." This fallacy has been exposed by Prof. Bolley of North Dakota, who has demonstrated (see Ag. Col. Bulletin No. 71) that the trouble is due to parasitism and not to soil exhaustion or accumulation of deleterious chemical substances in the soil. "Flax-sick" soil is occasioned by the presence of a fungus, but that this danger may be obviated by the use of clean seed, free from sickness. He asserts also that demonstration has proved that better crops of wheat may be raised after flax than after wheat, and that many grain crops remove more fertility than an average flax crop. An ordinary crop of wheat will remove 210 pounds of mineral matter to the acre; barley, 216 pounds; oats, 205 pounds; corn, 200 pounds, but flax only 87.

Prof. Bolley contributed to the Orange Judd Farmer the thought that, "There seems to be no indication that the lowest price for the last two or three years will again be reached very soon," and he doubts if farmers "will ever again have to sell seed below the \$1.50 mark, unless something very strange happens in the commercial world."

CATALPA SEED SCARCE.

The growing scarcity of timber has drawn attention to the Speciosa catalpa, that is said to make an average growth of one inch a year, as a valuable wood for fence posts, telegraph poles, ties, etc. This variety of catalpa has the merit of a wood of hardness and beauty of grain that it may be worked up into furniture veneer, while the other varieties are scrub trees fit for fire wood.

The seed, however, of the Speciosa is difficult to obtain pure, being often mixed (through dishonesty and ignorance) with the hybridized seed, a cross between the Speciosa and common varieties that have so many earmarks of the Speciosa that it fools many honest nurserymen and seed houses. Seed houses make the mistake of buying seed in large lots from seed collectors who are only interested in the number of pounds they can gather.

The genuine Speciosa catalpa is usually borne in large pods, three in a cluster, while the Bignoniodes, Kampferii and hybrids are usually borne in large clusters. The Speciosa is a very shy seed-bearing tree, while just the contrary is true of the worthless varieties. The ends of the Speciosa are raggedly square as compared with the tapering ends of the common seed. Again the Speciosa has a wavy or crimped appearance, while the common is almost smooth.

The genuine Speciosa catalpa can only be procured by having it gathered at great expense by experienced help. So it is useless to look for cheap seed. Again, the germinating quality of this seed is only about one-fourth that of the common catalpa, which fact must be added to that of the scarcity of the seed in order to estimate the cost of the genuine Speciosa; and not until the public, and especially the seed dealers and nurserymen, learn to distinguish these various sorts of catalpa and cease collecting seed and growing trees of worthless varieties will it be possible to teach the world the value of genuine catalpa Speciosa.

The elevator at New Riegel, Ohio, owned by Sneath & Cunningham of Tiffin, Ohio, was destroyed by fire recently.

The smokestack of the Halstead Mill & Elevator Co.'s plant in Halstead, Kan., was blown down during a recent severe windstorm and all the mill windows were shattered.

The Railroad Commission of Montana requires carriers to furnish iron doors for cars or pay shippers the expense of furnishing them, and the rule applies to box cars used for carrying coal also.

Fire of unknown origin destroyed the grain elevator of Leslie Bradshaw in Garrard county, Ky., May 10, resulting in a loss of \$12,000, with \$4,300 insurance. About 3,000 bushels of wheat and 800 barrels of corn were consumed.

HAY AND STRAW

Too many dealers are trying to unload old hay, particularly the lower grades, to help the markets very much.

The alfalfa mill which has been in course of erection in Dixon, Solano County, Ala., for some time, has been completed.

The Intermountain Milling & Elevator Co. has completed a plant at the Husler Flour Mills in Salt Lake City, Utah, for the manufacture of alfalfa meal.

In all probability Chillicothe, Texas, will soon have an alfalfa mill. W. E. Welch, of Oklahoma City, Okla., has been there in the interest of the enterprise.

The Clinton Alfalfa Milling Co., of Clinton, Okla., has been incorporated with \$20,000 capital by Andy Lacy, William M. Church, E. F. Lacy and M. B. Church.

The Toyah Valley Alfalfa Milling Co., of Balmorhea, Reeves County, Texas, has been incorporated with \$25,000 capital by E. D. Balcom, W. R. Baughman and W. J. Rhea.

The Consolidated Alfalfa Milling Co., of Oklahoma City, Okla., has awarded the contract for the construction of an alfalfa mill in Frederick, Okla. The plant is to cost \$20,000.

Work of rebuilding the plant of the Roswell Wool & Hide Co., of Roswell, N. M., which was recently destroyed by fire, has been commenced. The purpose is to have the mill ready for the summer trade.

The California Alfalfa Meal Milling Co.'s new alfalfa meal mill in Merced, Cal., is about ready for operation. The machinery has just been installed. The concern's mill at Visalia, Cal., is also nearing completion.

The Commercial Club of Plattsmouth, Neb., has held several meetings with farmers of the vicinity recently and it has about been decided to erect an alfalfa mill. More than \$6,000 worth of stock has been sold.

A milling concern to be known as the St. Joseph Alfalfa Feed & Milling Co. is being organized in St. Joseph, Mo. It will have a paid-up capital of \$50,000. The concern plans to manufacture three kinds of stock feed.

F. F. Fisher, representing the Consolidated Alfalfa Milling Co., of Oklahoma City, Okla., has been in Artesia, N. M., to interest the Commercial Club of that place in the establishment of an alfalfa mill to cost \$20,000.

The machinery for the new alfalfa mill in Woodland, Yolo County, Cal., has arrived. Manager Lackland already has subscriptions for stock amounting to over \$4,000. It is planned to have the mill in operation in time to take care of this season's crop.

An alfalfa plant is to be established at Armstrong, near Lodi, San Joaquin county, Cal., by farmers. A stock food will also be manufactured. The machinery the farmers plan to install will cost \$6,000 and the plant will have a capacity of forty tons a day.

Railroad industrial agents are endeavoring to have farmers in the vicinity of Williston, N. D., who own irrigated lands, make a specialty of raising alfalfa. E. Baker of Duluth, Minn., is now looking for a point in North Dakota for locating his plant and the prospects for Williston securing it are good.

Pittsburg Hay & Grain Reporter, May 10: Hay receipts are light, but there is no material change in the market at present. Receipts are almost equal to requirements, but everything is placed at quotations. We hope for an advance in all high grade timothy in the very near future. Low grade timothy and all kinds of clover and clover mixed hays are very slow sale.

A bill has been introduced in the Ohio legislature providing that each bale of hay inspected under the supervision of a board of trade, chamber of commerce or merchants' exchange shall have affixed to each bale "a tag, stencil, mark or seal" showing the grade of said bale. It also makes it a misdemeanor, with penalty of a fine of not less than \$20 or more than \$100, to remove, deface or change the mark which would in any way mislead the purchaser.

FEEDING VALUE OF CLOVER HAY.

In most parts of Wisconsin, and especially in the dairy sections, the high feeding value of clover hay has long been recognized. In the northern part of the state, however, there is a widespread opinion that timothy hay is superior to clover hay as feed for stock. Analyses show that one ton of clover hay has as much feeding value as 1½ tons of timothy. In other words, when timothy hay sells for \$10 per ton, clover hay is worth \$15 per ton. The experience of dairymen and stockmen in general has proved this wide variation to be true in actual practice. In feeding it is possible to waste the best part of the hay if it is carelessly handled. Care should be taken that the leaves are not lost in han-

dling, for they are the most nutritious part of clover hay.

DIGESTIBLE NUTRIENTS IN SEVERAL KINDS OF ROUGHAGE.

Kind of roughage.	Digestible Nutrients.			
	Dry matter. Per cent.	Protein. Per cent.	Carbohydrates. Per cent.	Fat. Per cent.
Medium red clover.....	84.7	6.8	35.8	1.7
Alsike clover	90.3	8.4	42.5	1.5
Fodder corn	59.5	2.5	34.6	1.2
Timothy hay	86.8	2.8	43.4	1.4
Kentucky blue grass...	78.8	4.8	37.3	2.0

The table shows that medium red clover contains more than twice as much protein as timothy, while alsike contains just three times as much. Protein is the highest priced food constituent, and goes to form muscle and tissue, while the carbohydrates produce flesh and supply energy. Bran is an example of a high protein food of recognized value for feeding dairy cows.

There is a prevalent objection to feeding clover hay to horses, but it seems to be without foundation so far as well cured hay is concerned. Alsike is probably the best clover to feed to horses as it is less apt to be dusty.—University of Wisconsin Ag. Exp. Station Bulletin 183, by R. A. Moore and E. J. Delwiche.

HIGHEST MARKET PRICES.

The following table shows the highest prices, also prices for No. 3 timothy hay in the markets the week ending May 7:

	Choice.	No. 3.
Boston	\$24.00	\$18.50
New York	24.00	20.00
Jersey City	24.00	20.00
Brooklyn	23.50	20.00
Philadelphia	20.50	16.00
Pittsburg	18.25	15.50
Pittsburg prairie	12.50	.....
Providence	23.50	18.50
Buffalo	19.00	15.00
Baltimore	21.00	19.00
Washington	19.75	17.00
Richmond	20.00	14.00
New Orleans	22.00	17.00
New Orleans prairie	13.00	.....
Newport News	20.00	.....
Kansas City	14.50	10.00
Kansas City prairie	11.00	.....
Chicago	17.50	10.00
Chicago prairie	13.50	.....
Minneapolis	13.00	10.50
Minneapolis prairie	12.00	.....
St. Louis	19.00	13.00
St. Louis, prairie	13.50	.....
Cincinnati	17.75	14.75
Louisville	18.00	13.00

—Hay Trade Journal.

MISSOURI INSPECTION OF HAY.

Milling and Grain News has been asked whether or not there was any arrangement made for official inspection of hay in Kansas. Complaint has been made that the alfalfa miller or mixed feed manufacturer located in that state could secure no official certificate of inspection of alfalfa hay, on which to base the settlement of a difference of opinion that might exist between the farmer and the miller.

There has never been an official or state inspection of hay in Kansas. In Missouri the inspection of hay comes under the jurisdiction of the state grain inspection department, but the Kansas City hay dealers, and possibly those of other large markets in the state, have not been in sympathy with the idea, for the reason that only a door inspection is made, and a charge of 50 cents for official inspection certificate, based on such inspection, is made and charged against the consignee. The door inspection, it is claimed, is of little value in determining the real quality of the entire carload, and the dealers have refused to pay for state inspection. The case has been taken into the courts, and a decision of the matter, now before the state supreme court, is being awaited.

It would seem that some sort of official inspection, at least in the larger cities of Kansas, is desirable, if it can be accomplished with a fair degree of accuracy. It would be well for the National Alfalfa Millers' Association to take the matter before the state grain grading committee, which will meet just after harvest, and see if some arrangement cannot be made for the inspection of hay by members of the grain inspection department. These inspectors are stationed at all the larger towns in the state, and would be readily available, at least where any difference of opinion existed as to the proper grading of a shipment of alfalfa, or other kind of hay. Milling and Grain News is not advised, at the moment, as to the legality of a recommendation of the grain grading committee, but it would be a start toward obtaining the desired result; namely, an official inspection of hay.—Milling and Grain News.

The council of Cooperstown, N. D., has under consideration an ordinance to prohibit the building of grain elevators unless of nonburnable material or ironclad.

FIRES-CASUALTIES

Riley's Elevator in Savage, Minn., was destroyed by fire recently, resulting in a loss of \$5,000.

The elevator of the Imperial Elevator & Lumber Co. in Brownlee, Sask., was totally destroyed by fire April 20.

The Great Western Elevator at Kirkman, Iowa, was destroyed by fire recently, resulting in a loss of \$5,000.

The warehouse of the Chicago Hay & Grain Co. in Chicago, Ill., was destroyed by fire recently. Insurance \$4,750.

The Winnipeg Elevator Co.'s elevator in Winnipeg, Man., together with a carload of wheat, was destroyed by fire April 27.

An elevator in Eyebrow, Sask., which was soon to be acquired by the Moose Jaw Milling Co., was destroyed by fire recently.

The Farmers' Elevator Co.'s House at Kenmare, N. D., was destroyed by fire April 26. Loss on elevator and contents \$11,500.

The large storage house of the Austin Mill & Grain Co., in Brownwood, Texas, used as a hay barn, was damaged by fire April 25.

The building occupied by the H. Tribble Produce & Grain Co. in Yoakum, Texas, was destroyed by fire recently, resulting in a loss of \$23,000.

The International Harvester Co.'s Elevator at Heward, Sask., was destroyed by fire recently. About 4,000 bushels of wheat were consumed.

The Farmers' Elevator at Kermit, N. D., was destroyed by fire recently, with about 10,000 bushels of grain. The village has no fire department.

A midnight fire destroyed the elevator and mills of William Van Buren & Sons in Fairbury, Neb., April 23, resulting in a loss of \$15,000, with \$7,000 insurance.

Fire supposed to have started from a hotbox destroyed the Farmers' Grain Co.'s elevator and coal sheds in Munich, N. D., recently, resulting in a loss of \$12,000.

Overheating of the exhaust pipe from the gasoline engine caused a fire that damaged the Farmers' Elevator, containing 40,000 bushels of grain, in Hastings, Minn., April 29.

Determined effort on the part of citizens saved the town from destruction when fire destroyed the Great Western Elevator, coal sheds, etc., in Hazelrun, Minn., recently.

While switching in the yards at Ada, Minn., recently a boxcar jumped the track and bumped into the corner of the Farmers' Elevator and slightly damaged the structure.

It is believed that a hot box started a fire that destroyed the Dominion Elevator, containing 12,000 bushels of wheat, in Indian Head, Sask., April 29. Total loss about \$15,000.

Four farmers' elevators were recently destroyed by fire the same week along the Soo Line. The elevators were located at Glenwood, Minn., Omeme, Kermit and Kenmare, N. D.

Fire of unknown origin destroyed the elevator plant of the Chickasha Milling Co. in Verden, Okla., May 1. A number of other buildings were also destroyed, making the total losses about \$35,000.

The warehouse of C. R. Rank & Co. in St. Paul, Minn., was destroyed by fire recently, resulting in a loss of \$13,000. Loss on stock \$10,000, covered by insurance; loss on building \$3,000, full insurance.

The Powers Elevator at Barlow, N. D., was damaged to the extent of about \$150 by a fire in the cupola recently. The blaze was fought with extinguishers and axes and soon placed under control.

Fire which broke out in the bottom of the elevator of the Calgary Milling Co. recently destroyed the structure. Loss about \$130,000 on building and contents, with full insurance. The elevator will be rebuilt.

A corn crib of the Lincoln Grain Co. at Tobias, Neb., containing 1,350 bushels of grain was destroyed by fire recently, resulting in a loss of \$800. It is alleged that sparks from a locomotive caused the fire.

The St. Anthony & Dakota Elevator Co.'s elevator and coal sheds in Geneseo, Sargent County, N. D., were destroyed by a fire of unknown origin recently. Loss about \$3,000, with no insurance. The elevator will be rebuilt.

Fire supposed to have been started through an overheated bucket elevator partially destroyed the Aetna Grain Mills in San Francisco, Cal., April 15, resulting in a loss of about \$20,000. The structure was of corrugated iron. Insurance was carried on contents.

Fire that started from a bonfire destroyed the Western Grain Co.'s elevator, valued at \$5,000, in Fernold, Story County, Iowa, April 29. There is no fire protection in the village and the flames were fanned by a strong wind. The elevator contained 6,000 bushels of cribbed ear corn and 6,000 bushels

of oats. The elevator was insured. Other buildings were also destroyed.

Clover Leaf Elevator "A" in Toledo, Ohio, operated by the Miami Maize Co., was destroyed by a fire of unknown origin April 20, resulting in a loss of \$56,000. Loss on building was \$21,500 and the remainder on grain.

While engaged in moving a freight car, employing a heavy rope and gasoline engine as propelling power, Edward Linn, agent for the Farmers' Elevator at Valley City, N. D., was instantly killed when his neck became entangled in the rope.

Fire believed to have started from sparks from a passing locomotive destroyed the big corn cribs of the Hord & Shonsey Elevator at Clark, Neb., April 21. Other structures were also damaged by the flames, making the total loss \$15,000.

The Thorpe Co.'s Elevator at Kellogg, Walsh County, N. D., was destroyed by a fire that started from an overheated journal in the upper part of the building recently. About 1,500 bushels of wheat and small amount of flax and barley was consumed.

Gust Johnson, manager of the Farmers' Elevator in Wheaton, Minn., was badly injured while oiling the gasoline engine at the elevator recently. His coat caught in the gearing and he was thrown heavily to the cement floor. He was unconscious when found.

Fire that destroyed the Security Grain Co.'s elevator in Woodlake, Minn., recently is believed to have been of incendiary origin. The night previous fire had been discovered in the structure but the flames were extinguished before they could gain any headway.

The old elevator owned by Quigg, Railsback & Co., in Minier, Ill., was destroyed by fire recently, resulting in a loss of \$3,000, with \$1,500 insurance. For the last twenty-five years it had been used solely as storage house for oats, but was empty when destroyed.

Flames that broke out in the Otto Weiss Alfalfa Mill in Wichita, Kan., destroyed the structure and contents, resulting in a loss estimated at between \$30,000 and \$35,000. Mill and contents were insured for \$20,000. The flames were discovered in the cupola.

The McCray-Morrison & Co. Transfer Elevator in Kentland, Ind., was destroyed by fire recently, resulting in a loss of \$60,000. Fifty thousand bushels of corn were consumed. Citizens assisted the firemen in fighting the flames. There was about \$50,000 insurance.

Fire originating in the engine room destroyed the grain elevator owned by Wenrick, Mote & Hawkins in Greenville, Ohio, April 22. The structure contained about 5,000 bushels of mixed grain. The building was fully insured, but contents were only partly insured.

The Uncas Grain Elevator, Uncas, Kay County, Okla., was destroyed by a fire recently that was caused by a spark from a locomotive. The elevator was fully insured. The Santa Fe railroad rushed a tank of water to the scene and succeeded in saving a large crib of corn.

The large elevator in New Holland, Ill., owned by D. H. Curry & Co., of Mason City, Ill., and containing 700 bushels of corn, was destroyed by fire recently, resulting in a loss of \$2,000, partly covered by insurance. It is believed that sparks from a locomotive caused the fire.

Fire of unknown origin destroyed the Farmers' Elevator in Jefferson City, Mo., recently. The building was valued at \$3,500. It contained 7,000 bushels of wheat and sacks worth \$1,000, scales valued at \$2,000 and about \$100 worth of flour. Building and contents were insured for \$10,000.

The grain elevator and freight depot of the Lake Shore & Michigan Southern Railway in Angola, Ind., were destroyed by a fire that started in the wareroom at the south end of the main building April 29. A strong wind was blowing, which retarded the efforts of the firemen. Much grain was consumed.

Fire probably caused by sparks from a locomotive destroyed the grain elevator belonging to H. O. Barber & Sons at Berks, Lancaster, Neb., recently. Loss \$13,000, fully covered by insurance. About 10,000 bushels of corn, 8,000 bushels of wheat and 1,200 bushels of oats were consumed. The elevator will be rebuilt.

The Western Elevator Co.'s Elevator in Darfur, Watonwan County, Minn., was destroyed by fire caused by a spark from a locomotive recently. The flour and feed houses were also destroyed. A gasoline engine, which constitutes the fire protection in the village, was defective. The loss amounts to several thousand dollars.

While oiling the gasoline engine in the Andrews Grain Co. plant at Detroit, Minn., recently, John Wieck, the manager, had a narrow escape when the engine exploded. The piston rod broke close to the cylinder head and this end, dropping down, came in contact with the cylinder head proper, the im-

petus of the fly wheels being sufficient to smash the cylinder head off the engine base and fill the air with flying particles of cast iron and brass. Manager Wieck was standing alongside the engine.

Fire that started in the dome of the elevator destroyed the structure and office of the Central Granaries Co., in Hendley, Neb., April 21. A high wind was blowing and as the town is without fire protection it was impossible to combat the flames. About 1,000 bushels of corn and 800 bushels of wheat were consumed. There was no insurance on the elevator and office. The total loss amounts to about \$4,500. The elevator will be rebuilt.

Fire believed to have been started by a former employe through malice destroyed the grain and coal sheds of F. Diehl & Co., in Wellesley, Mass., April 24, causing a loss of \$18,000. The fire was discovered in the hay shed, where 5,000 bales of hay were kept. Several firemen were slightly injured by the collapse of a coal trestle. Assistance was summoned from the neighboring town of Natick. There have been two supposedly incendiary fires within the last two years.

PROTECTION AGAINST LIGHTNING.

During a thunder storm, as soon as the electrical stress set up between the cloud and a building or the earth becomes great enough to break down the resistance of the atmosphere, lighting results, and the electricity, in passing to the earth through a poor conductor, such as a wooden building, shatters it, and disaster follows.

A good system of well-constructed copper cable lightning rods on such a building would gradually and silently allow a wasting or fusing of electrical energy from the earth and building into the atmosphere, reducing the power of the cloud, and preventing the great electrical stress necessary to the lightning stroke, and thereby prove the undoing of the lightning. Science teaches that lightning rods may be so constructed and applied as to prevent lightning striking the building.

While it is impracticable to protect a tree by means of lightning rod, the protection of buildings is highly desirable, and should receive careful consideration. It has been fully demonstrated time and again that any building can be rendered practically safe from lightning damage if properly equipped with lightning rods. There are a number of precautions, however, which must be observed, or the building is better without these rods.

To begin with, the very best material should be used, and careful experiments all along the line demonstrate that nothing is equal to a copper cable for conducting electricity with ease and rapidity. This is fully demonstrated by the use of copper by telephone and telegraph companies and also in electric lighting and heating plants, where copper conduits are always employed. Consequently, I think I will be borne out in this statement that a copper cable lightning rod is better than any other kind. The next thing of importance is that the wire be of sufficient size to take care of any electrical discharge which may be encountered. There is no economy in using small rods, nor is it safe to trust their erection to an incompetent man. The double cable construction would tend to overcome side flashes and so reinforced is a very scientific construction of lightning conductors.

See to it that the lightning-rod system is properly installed. Earth connections must be constructed with the greatest care. The essential thing is to have the lightning rod extend into permanently moist soil. Another equally important proposition is that there be very few joints, and all connections be absolutely perfect. Unless this is accomplished the rods break apart and they are worse than no conductor at all. If of good copper it is easily possible to make these connections so that they will last as long as the building.

Terminals extending up into the air should be at least six feet high, and must reach eighteen to twenty-four inches above the highest point or chimney on the building. If there are two cupolas each cupola should bear a lightning rod and terminal point. If the building has no cupolas, and simply has a long ridge pole, at least three terminals should be erected. A good, responsible lightning rod dealer can give you excellent advice, but these few points should be thoroughly understood. Telephone wires should also be grounded to the lightning rod by use of a good and approved telephone lightning arrester.

In addition to loss from unprotected buildings, loss of live stock because of wire fences is sometimes enormous. Loss from this source can be prevented by properly grounding the fence wires at about every fifth post. This is accomplished by running a good, heavy copper wire down into moist earth, then firmly attaching it to the fence post. Be sure to have the contact between the ground wire and fence wire perfect. Driving a staple over the point where the one wire crosses the other, and doing this for all the wires in the fence, will usually prevent much loss of live stock from this source. —C. A. Shamel in Orange Judd Farmer.

PERSONAL

C. M. Polin has severed his connections with the grain elevator in Gifford, Ill.

Albert Eckblad is the new grain buyer for the Acme Elevator at Souris, N. D.

Lars Kveno has resigned as grain buyer for the Farmers' Elevator in Gary, Minn.

N. B. Davis of Deer Creek, Minn., has taken charge of an elevator in Tower City, N. D.

H. S. Lundin of Callaway, Minn., has taken charge of the Farmers' Elevator in Audubon, Minn.

Elmer Baker is now manager of the Pacific Elevator Co. in Wetonka, McPherson County, S. D.

C. A. Jenks of Ames, Iowa, is now manager and buyer for the Farmers' Elevator Co. in Loomis, S. D.

Albert Argal of Grafton, N. D., has taken charge of the Andrews Grain Co.'s Elevator in LaMoure, N. D.

Archie Rose has succeeded Henry Winters as grain buyer for Jones' Elevator in Zumbro Falls, Minn.

Fred Holz has been appointed agent for the Farmers' Elevator in Willow City, N. D., to succeed C. R. Schain.

Nels Strom has been succeeded at the Monarch Elevator in Gary, Minn., by A. Nelson of Alexandria, Minn.

M. Bardell of Scotland, S. D., has succeeded Laurel Pease as manager of the McVan Elevator in Reliance, S. D.

E. Magnuson of Henning, Minn., has taken charge of the Homestead Elevator Co.'s Elevator in Lancaster, Minn.

W. C. Carlson is now in charge of the elevator at Willow City, N. D., formerly under the management of J. N. Peat.

C. A. Englund of Darfur, Minn., will succeed L. I. Greely as agent for the Western Elevator Co., at Comfrey, Minn.

Vic. Chaussee is the new manager of the McCaull-Webster Co.'s Elevator in Vermillion, S. D., succeeding O. H. Hanson.

H. F. Wegener of Buffalo Center, Iowa, has become agent for the Imperial Elevator Co.'s lumber yard in Lorain, N. D.

E. A. Harseim of Volin, S. D., has accepted the position of grain buyer for the Farmers' Elevator Co., at Wakonda, S. D.

C. S. Hodson, elevator man, has resigned his position with the Minnesota Malting Co. in Goodhue, Minn., and will locate in the west.

B. J. Snyder has been engaged as buyer for the Farmers' Elevator in Sawyer, N. D., to the end of the season, succeeding J. A. Byington.

E. A. Kranhold, who has been manager of the Groton Farmers' Elevator, Groton, S. D., has resigned and J. Meyers is now in charge.

H. B. Engel has resigned as manager of the Farmers' Elevator in Kramer, N. D., to take charge of a grain and fuel business in Redfield, S. D.

J. H. Hale has resigned as manager for the Skewis Grain Co. at Sioux Rapids, Iowa, and been succeeded by C. F. Pierce of Org, Nobles County, Minn.

George Dunn, former deputy sheriff of Grant County, Ind., has been appointed general superintendent of Studebaker & Son's elevators in Marion and Roseburg, both in Grant County, Ind.

Mr. Keith has resigned as manager of the grain business in Wichita, Kan., of the Empire Grain Co., of Fort Worth, Texas, and will take charge of the Waxahachie Milling & Elevator Co., of Waxahachie, Ellis County, Texas.

John T. O'Brien, who has been grain buyer for an elevator company in Esterhazy, Sask., was united in marriage to Miss Mazie Donahue in Winnipeg, Man., recently. The couple will reside on the bridegroom's farm near Cavalier, N. D.

Melvin Scone of Louisburg, Minn., and Thomas Stegan of Nassau, Minn., have exchanged places as managers of grain elevators for the Northwestern Elevator Co., of St. Paul. Mr. Scone goes to Nassau and Mr. Stegan to Louisburg.

William H. Lake, engaged in the commission business in Chicago for more than thirty years and member of the Chicago Board of Trade and exchanges in other large cities, was appointed foreman of the special grand jury to investigate the charges of bribery in the Illinois Legislature in connection with the election of William Lorimer to the United States Senate.

Charles J. Dewey, a bookkeeper, stabbed J. K. Elliott, president of the J. K. Elliott & Co., grain commission merchants, and G. E. Sanborn, another official, during a fight in the concern's office in Minneapolis, Minn., recently. The injured were removed to their homes and Dewey was arrested. The cutting followed a reprimand which Sanborn directed at Dewey for a mistake in the purchase of some flax which had caused the firm to lose \$200.

The CO-OPERATIVES

The shareholders of the late Farmers' Exchange at Long Prairie, Minn., have been assessed another \$5 per share to pay debts.

The Saskatchewan Elevator Commission has begun taking testimony from farmers and others upon the question of "settling the grain marketing conditions."

The Manitoba Government elevator bill having become law, the finance minister has begun raising funds for the absorption of private property as provided by law; and the first issue of 4 per cent bonds for the purpose (\$1,000,000 for elevator and \$1,500,000 to extend the telephone service) was underwritten at 10s.

The co-operatives in Pawnee County and Pawnee, Kan., met at a "get-together" banquet at Larned on April 20. Six companies were represented. A permanent organization was effected by the election of G. W. Lawrence, Larned, president; Perry S. White, Frizell, secretary; and W. S. Prather, Garfield, treasurer. The association is for the discussion of problems that confront them in their business, to broaden their markets and for meetings of a social nature.

The Manitoba Grain Growers' Association executive committee has adopted resolutions protesting against "the assertion that the directors of the Grain Growers' Association were influenced in their attitude toward the elevator bill in the slightest manner by any political party considerations whatever," and declaring that they "were wholly intent upon securing such provisions in the bill that they considered would be in the best interest of the grain growers of the province, and promote the successful operation of the enterprise."

C. G. Bell, secretary of the Western Farmers' Elevator & Milling Co. of Lethbridge, Alta., has disappeared leaving but \$4 cash in the bank to meet checks aggregating several thousands. One lumber company received a check for \$5,000, as part payment of \$15,000 worth of lumber Bell had ordered to build the company's elevators at several points along the Crow's Nest and Mill at Bow Island. Bell had also bought considerable land, and made big development plans. At Bow Island he paid everybody off with checks, thrown out for want of funds.

AS A FARMER SEES IT.

The following communication was from "A Farmer," whose name is unknown to us, was published in the Minot, N. D. Democrat of April 14:

As a subscriber to your valuable paper I ask you to kindly give me space for a few lines, although I shall have to confess that I, like most farmers, have more experience in handling the plow than the pen.

Coming back from a land hunting trip to McKenzie county the other day a copy of the Williston Graphic of March 10 fell into my hands, and in that issue I found a communication from Minot, in which the public is told that the Equity Society now has the terminal elevator at Duluth secured, and in order to show us farmers the great benefits to be derived from such an institution the article goes on to say:

"The committee intrusted with the work declares that under the present system of marketing the grain the farmer secures in the end only 32½ per cent of the ultimate value of his grain and that the other 67½ per cent goes to the various middle-men, who stand between the farmer and the ultimate buyer, the mills," etc.

Here, I said to myself, we have at last, the exact figures right before us; no more guesswork about it. 32½ per cent—less than one-third of the actual value of our wheat—is all we receive; the other part, more than two-thirds of it, goes to the commission men. But as the train came along I bought a copy of the Minneapolis Journal, turned to the market page, read and read over and over again and began to figure for myself.

The list of sales on the Minneapolis market for the day, as reported by the Journal showed an average of \$1.15½ for No. 1 Northern, and the Duluth market appeared to be a little higher still. I figured out that if it were true that these prices represented only one-third, or less than one-third, of what the "middlemen" squeeze out of the millers, the wheat would now cost the millers more than \$3.50 per bushel. The price, I said to myself, would make us farmers smile all right, but how about the price of flour. I took by pencil and started to figure, and came to the conclusion that at such wheat prices and with 4½ bushels of good wheat to a barrel of flour, adding cost of milling and deducting the value of bran and sorts, would bring the price of a barrel of flour up to at least \$16.50; and although I might be as selfish as the ordinary mortals, I began to think of "the high cost of living" for workingmen and others in the cities, when a barrel of flour is worth \$16.50 or more at the mills, before the grocer gets a whack at it.

Again I turned to the market page of the Jour-

nal, looked up the flour quotations, and to my great surprise found that the Minneapolis millers still quote first patent flour at \$5.50 per barrel, or about one-third of what it costs them to manufacture it out of \$3.50 wheat. How in the dickens can these millers afford to sell for \$5.50 a product which costs them at least \$16.50?

It ought to be plain to every thinking farmer that the Minneapolis millers don't pay any more than the market price for the wheat and that no commission man or "middleman" has any chance to get more than the market price for it anywhere. He can certainly not get any more for it in Canada, when it is a known fact that the wheat market across the border is nine or ten cents below our home market, and no one has been able the last fall or winter to export any wheat from our state to Europe without a loss, because the European markets have been below ours at all times.

The only solution I can find to this problem is that the Equity fakirs at Minot are sending out this rot for the purpose of fooling us farmers into their camp; and if so, it is a gross insult to our intelligence. God knows that most of us have not had the advantage of a higher education but we have brains the same as those politicians and chronic office-seekers down in Minot, and will not swallow any old bait they can sling out to us.

Mr. Carl F. Rakow, from Wheatland, State Organizer of the American Society of Equity, gave an address here at Trolley a few weeks ago, and his arguments were in line with those of the Minot politicians. He said among other things that we have done well in organizing a farmers' elevator company and handling our grain through our own elevator, that we have made at least 15c per bushel thereby, which is probably putting it too strong, although I am satisfied that our farmers' elevators at this point and in neighboring towns have helped in a very large measure to lift prices up; we know that without being told by an outsider. But Mr. Rakow went on to say that we are foolish in keeping on shipping to the "old line companies;" that we ought to ship to their "Equity Exchange," in Minneapolis, Superior and Duluth, and thus cut out the "old line companies" and middlemen, also get more for our grain. He said these old line commission firms sent out agents to bribe managers of the farmers' elevators, with one dollar or two dollars per car and if that don't fetch the business they give them \$5 per car for the manager's own pockets, etc.

This is another insult to us stockholders and directors of the Farmer's Elevator Co., and a lie in itself. We have not shipped any of our grain to any old line company; the firm we have shipped most of our grain to was recommended to us by our brethren in neighboring towns as a strictly independent firm that doesn't operate a single elevator in the country and has no interest in any mill or elevator at any of the terminals, something we investigated thoroughly before we applied to the firm for funds to buy grain with. And as far as bribing our manager is concerned, there was certainly no need of that, because our president and secretary had to write twice to the firm before we could induce them to enter into contract with us, so it is self-evident that they did not have to bribe anybody to get our account. I was pleased to hear that a gentleman present called Mr. Rakow to task for his rambling and untrue assertions about our affairs, something he evidently knew nothing about.

Since Mr. Rakow was here two of us have done a little investigating, and we find that the "crimes" which the Equity people accuse honest commission firms of are not verified by facts; but the so-called Equity Exchange is, on the other hand, guilty of every one of these "crimes." We find that the grain shipped to the Equity Exchange is being turned over by Manager ——— to line companies, to be handled and sold by line companies in name and fact; we find that "our own exchange" has no office whatsoever in Duluth, but that grain shipped to this myth at the Head of the Lakes is being taken care of by an old line company operating about thirty country elevators in direct competition with our farmers' elevators; we find that the manager of the "Equity Exchange" has tried to bribe honest managers or local farmers' elevators by offering them \$3.00 per car for their own pocket; we find that instead of one "middleman" when we ship to reliable, independent commission firms, our grain will have to go through three different concerns, if we ship to this Equity myth.

I was a member of the A. S. of E. from the start, because its fundamental principles appealed to me; but now I have washed my hands of it and stepped out, and there will soon be many deserters in this locality. The reason is that we can see plainly that the organization has drifted away from its original calling into hands of demagogues and cheap politicians, who apparently are bent on working the farmers for "all the trade can stand" and then some.

History teaches us that any reform movement based on wind and falsehoods cannot survive. O. G. Major tried it a few years ago and failed; he traveled through this state and hollered "stop

thief," the same as the Equity people are now doing. He had something in Minneapolis which he called the "Minneapolis Farmers' Exchange," and every farmers' elevator company that would not take stock in his wild-cat organization and ship grain to it was branded as a traitor to the dear farmer's cause; he caught a few suckers, however, and handled some grain through his exchange, but the organization, in accordance with the laws of nature, died in its infancy, and honest farmers, who had been roped in, were called upon to pay more than ten thousand dollars to cover the deficiency in the treasury of the concern. Worse than that, one local farmers' elevator company in Minnesota swallowed the bait and went into the "exchange" body and breeches. They turned their elevator over to the state organization and took stock in it for their property. But when the tender care of Major and his assistant nurses finally failed to keep the patient alive the local farmers' elevator company learned to their sorrow that the stock in the "exchange" was worthless and that their elevator had been mortgaged by the "mother" organization for nearly all it was worth.

Then reformer Major turned his attention to the fuel question; he said the coal barons were robbing us farmers fearfully, but now every farmer's elevator company could save themselves by taking stock in a brand new coal and dock company, of Ashland, Wisconsin, an absolutely independent concern which had the farmers' welfare at heart. A few of us took him up on it, bought some stock and paid our money, but soon after we learned through the newspapers that the coal men and special farmer friends at Ashland had vanished with our money before we even got a smell of that cheap coal.

When I think of this and then read all the humbug that these Equity people dish out through the press and I am tempted to pray:

"O God, deliver us from our friends."

Yours truly,

A FARMER.

Tolley, N. D., March 24, 1910.

GASOLINE VS. ALCOHOL.

A gallon of denatured alcohol can be made to do the same amount of work in an engine as a gallon of gasoline; moreover, the alcohol does not produce smoke and is less liable to yield obnoxious odors, but the lower price of gasoline makes the latter the cheaper fuel. These conclusions, based on the results of 2,000 comparative tests of the two substances as engine fuels are given in Bulletin 392 of the United States Geological Survey, which any reader interested can obtain on application to the director of the Survey. R. M. Strong, the author of the bulletin, briefly describes the tests but discusses the more important results at some length. The tests formed part of the investigation of fuels now being carried on by the Survey. To determine the relative efficiency and economy of gasoline it was compared with denatured alcohol. In this comparison not only the heating values of the two fuels but their adaptability to engine use and the effects of variations in fuel quality and in the principal operating conditions—such as load, fuel supply, and time of ignition—were carefully studied. Tests were made with gasoline and alcohol in the same engine and repeated in other engines of approximately the same size (10 and 15 horsepower) and the same piston speed, with different degrees of comparison, different methods of governing, and different combustion.

Alcohol, in short, is as useful as gasoline for fuel and engine work; but denatured alcohol costs more than gasoline, and the quantity consumed by an alcohol engine as ordinarily constructed and operated is in general relatively greater than the quantity of gasoline consumed by a gasoline engine of the same type. It seems reasonable, therefore, to expect a greater general improvement in alcohol engines than in gasoline engines in the immediate future.

Where the restrictions placed on the use of denatured alcohol are less stringent than those placed on the use of gasoline, or where safety and cleanliness are important requisites, the advantages to be gained by the use of alcohol engines in place of gasoline engines may overbalance a considerable increase in the fuel expense, especially if the cost of fuel is but a small portion of the total expense involved. Denatured alcohol will, however, probably not be much used for power purposes until it becomes as cheap as gasoline and until the equality of gasoline and alcohol engines in respect to adaptability to service required and quantity of fuel consumed per brake horsepower becomes more generally realized.

Henry Dickmeier, Sr., founder of the Millcreek Valley Grain Elevator, Cincinnati, Ohio, died May 1 as the result of infirmities of old age, aged 78 years. He was born in Germany and came to Cincinnati nearly half a century ago. When he retired from active business some years ago two of the sons changed the firm name to Dickmeier Bros. Decedent is survived by a widow and ten children.

TRANSPORTATION

The Omaha Grain Exchange has filed with the Interstate Commerce Commission a complaint alleging that forty-three carriers are discriminating against grain dealers of Omaha, South Omaha and Council Bluffs, in favor of other Western wheat centers in the trade with the New England states, New York, Pennsylvania, New Jersey, Delaware, Maryland and Virginia. The complaint will be heard on June 1.

The Minnesota carriers are relying on the recent decision of the U. S. Supreme Court, declaring the demurrage laws of Arkansas unconstitutional, to have the Minnesota law set aside, while the latter law permits the railroads to advance so many reasons for delay that each case must be carried through the courts for final determination. This tends to nullify the law, as the necessary litigation in each case is too costly and long drawn out for shippers to make a contest.

The Jennison Case, involving the flour and grain rates, Minneapolis to Seaboard, has been reopened. The previous order, handed down March 15, providing that the reduced rate of 23c should become effective May 10 and remain in effect for at least two years, will be held up pending the hearing. The railroads presented a petition for a reargument, urging that all of the facts important to the inquiry had not been developed. The arguments will be heard June 1 at the offices of the Commission in Washington.

In reference to the deduction for so-called natural shrinkage made by the carriers in the adjustment of claims for loss on car lots of wheat, flax seed, rye, oats and barley, one-eighth of one per cent; car lots corn, one-fourth of 1 per cent, the following roads announce that, effective May 1, 1910, as per Western Trunk Lines' Circular No. 1-D, they will discontinue such deduction: Atchison, Topeka and Santa Fe Railway, Chicago, and Northwestern Railway, Chicago, Burlington and Quincy Railroad, Chicago Great Western Railroad, Chicago, Milwaukee and St. Paul Railway, Chicago, St. Paul, Minneapolis and Omaha Railroad and Elgin, Joliet and Eastern Railway.

The Kansas Supreme Court in the case of Udall Milling Co. v. A. T. & S. Fe Ry. Co., has held the demurrage law of that state valid and that the penalties thereunder may be collected provided there is no congestion of traffic or increase of business so unusual that the company could not furnish the cars asked for. The Milling Company asked for a certain number of cars on December 29, 1906, and paid the railroad charges as required. It did not receive a car until February 7, 1907, a delay of thirty-six days. The Milling Company brought suit for damages under the reciprocal demurrage law and held that it was entitled to damages ordinarily, but the Railroad Company was able to show that the increase in business and the congestion of traffic was such that it could deliver cars only as it could get them and it had to distribute the cars according to the business done and the time the orders were received. Because of this congestion and unusual increase in traffic the Company pleaded that it could not get the cars in time to give them to the Milling Company on the dates requested and sent the cars as quickly as possible. This plea was sufficient to cause the Supreme Court to hold that the Milling Company was not entitled to damages.

I. C. C. DECISIONS.

In Fred L. Cressey, etc., v. C. M. & St. P. Ry. Co., reparation was awarded on account of failure to route traffic as desired. The question involved in the case was whether the failure of the initial carrier to route the traffic as directed by the shippers warranted the allowance of reparation for any damages arising therefrom. The routing instructions on the bill of lading gave certain directions for the transfer of the commodity, but the carrier selected a different route. The amount of reparation granted on the shipment is not large, involving only \$77, which is represented by the charge of \$52 based on a rate charged in excess of the rates originally selected by the shipper, and also a \$2 reconsignment charge and a demurrage charge of \$23. The Commission, however, among other things, say: "While the Commission has held that it will not ordinarily include demurrage charges in the adjustment of claims, this particular case is not covered by such ruling, because the demurrage was created by the misrouting.

In Marshall & Michel Cream Co. v. St. L. & S. F. R. R. Co., et al., the Commission revises an order based on admissions by the defendants which subsequently were found to be inaccurate and incorrect.

In Wells-Heyman Co. v. St. L. I. M. & S. Ry. Co. et al., the complaint of excess charges is dismissed because the aggregate charge was incurred by the deliberate action of the complainant and because the record in the case does not show facts upon which the Commission could determine a reasonable rate.

The Commission has cited that where two or

more concerns publish a joint rate they must publish in connection therewith a joint carload minimum weight for the through movement.

The Commission has also cited that Tariff allowances for grain doors must state both the maximum allowance per car and the minimum allowance per door.

THE ADMINISTRATION RAILROAD BILL.

The "administration" railroad bill, as it left the House on May 10, provides substantially as follows:

It establishes a commerce court, which shall review all appeals from decisions and orders of the Interstate Commerce Commission, appeal from the Commerce Court being direct to the Supreme Court.

The United States is made defendant to all such appeals, and the Attorney General is required to represent the Government.

Places Alaskan railroads and their rates under control of the Commission.

Gives the Interstate Commerce Commission jurisdiction over the issuance of railroad stocks and bonds.

Forbids railroads to raise their rates again unless approved by the Commission where the rates have been lowered to eliminate water competition.

Authorizes the Commission to suspend pending investigation of rates and classifications believed to be unreasonable, such suspension being permissible with or without complaint of shippers.

Accords to shippers the privilege of designating the route over which their shipments shall move.

Prohibits rebates through the medium of false claims.

Enlarges the jurisdiction and control of the commission over all common carriers and their permits, with authority to establish through rates where none exist.

The railroads in the Eastern Trunk Line and Central Freight Associations have agreed to put in force the new regulation granting to shippers of grain 24 hours free time at reconsigning points on all cars sent East in transit. The road will today file with the Interstate Commerce Commission a rule covering this change so that it will become effective June 15.

COMMERCE COMMISSION OVERRULES THE COURT.

The Interstate Commerce Commission according to a Chicago Tribune staff correspondent, has refused to recognize the recent decision of Judge Sanborn of the Circuit Court of Appeals in permitting railroads to pay elevation charges for the handling of grain at Missouri river elevators.

The Commission has made public an opinion in which the Circuit Court was handled without gloves. The Commission declines to recognize the right of the courts to overrule its findings of fact in cases which it has thoroughly investigated and on which it has rendered decisions. Unless the United States Supreme Court sustains Judge Sanborn's decision in which the Commission's ruling in the Peavey grain cases was upset, the Commission will continue to act as if its own decision was final.

"While we recognize that upon question of law this Commission must and should yield to the courts," said Commissioner Lane, "we also understand from repeated decisions of the Supreme Court that the courts are not competent to determine questions of fact within the jurisdiction of this Commission as against the Commission."

The recent decision in the Peavey cases is dissected by the Commission in a fashion not at all complimentary to the "learned court." It is alleged that the court did not grasp the significance of the Commission's ruling in the grain elevation cases and has decided the case against the Commission without going to the root of the question. The present difference between the Commission and the Circuit Court involves the entire structure of grain rates built upon the Missouri River rates. The Commission found the allowance of $\frac{3}{4}$ cent on 100 pounds which the Union Pacific and other roads allowed the Peavey grain firm and other elevator companies was nothing more than a rebate from the established grain rate. On this basis they ordered all elevation charges at the Missouri river discontinued. That order has been restrained in the courts, and the grain firm has now won a fight to prevent the Union Pacific railroad from obeying the Commission's instructions. Until the case is passed upon by the Supreme Court, however, the Commission will adhere to its ruling that the elevator charges amount to a rebate, and will decide all cases that way.

It is stated by officials of the Commission that the decision of the Circuit Court, if sustained, will cost the Western railroads about \$10,000,000 in freight revenues, as it will force them to pay an elevation rebate on practically all grain passing to Chicago through the Missouri River territory.

The opinion given on the 12th is in the case of H. Gund & Co., a Nebraska firm, which alleges its rivals receive an elevation allowance of $1\frac{1}{4}$ cents on 100 pounds, and that it should have the same allowance on shipments, even though they do not pass through elevators.

CROP REPORTS

The corn acreage is large and in fine condition in Kentucky, according to the May crop report. Condition of wheat is given as 88.

B. W. Snow's monthly crop report makes the condition of wheat May 1, 79.8, against 81.3 on April 1. Percentage of acreage abandoned is estimated at 12.3 per cent.

Advices from Iowa are that the acreage to corn this year, compared with last, will probably range 100 to 110 per cent and oat acreage 98 per cent. The weather to date has been too dry for oats.

Ohio's oat acreage is 98 per cent of last year's, when the crop turned out 52,000,000 by the State report. The May crop report makes the acreage 1,566,800. Winter barley condition, 88; rye, 90 and wheat 85.

According to the Michigan May report the oat acreage shows condition of 100. The crop of 1909 was 43,000,000 bushels and corn 70,000,000 bushels. Wheat condition during April declined to 86 against 88 for February.

Reports of the activity of Hessian fly and chinch bugs in Southern Illinois, Missouri, Indiana and Tennessee have been received. Increasing rumors of serious damage to wheat recently caused an advance in price on the Chicago Board of Trade.

Farm reserves of oats in Minnesota are estimated at 18,509,000 bushels; in North Dakota, 13,739,000 bushels and in South Dakota 7,699,000 bushels. Barley reserves are 4,076,000 bushels in Minnesota, 3,025,000 in North Dakota and 2,886,000 in South Dakota.

The Oklahoma May crop report shows that the corn acreage promises to be about 15 per cent larger than a year ago, or about 5,200,000 acres. The Government made the corn acreage there last year larger than the State report, or 4,929,000 acres, yielding a total of 122,000,000 bushels. Oats condition, 91; a year ago, 71; wheat condition, 87.6.

The Missouri May crop report shows 47 per cent of corn planted, against 220 a year ago; 23 per cent may have to be replanted. Corn land plowed, 80 per cent. The 1909 corn crop was 213,000,000 bushels. Oat condition, 83, against 82 a year ago; acreage for 1910 is 768,000, or 10 per cent more than a year ago.

Recent reports from various parts of Minnesota and the Dakotas show that all kinds of seeded grain has been damaged by cold weather. A large acreage of early sown oats, barley and wheat has been killed. In certain localities it is reported that as high as sixty per cent of the durum wheat will be plowed up and will be put into corn, oats, barley and flax.

In marked contrast to the optimism of Oklahoma is the plight of farmers in northern Kansas who are complaining that there has not been sufficient rain. Coburn's recent report showed nearly 2,000,000 acres of wheat abandoned, leaving standing 4,500,000 acres. With continued dry weather it is doubtful if Kansas will have 50,000,000 bushels of wheat this year.

According to reports received from all parts of the state by Secretary Gibbs of the Texas Grain Dealers' Association, the condition of oats is 100 per cent and estimated average yield per acre 40 bushels. Condition of corn is 102 per cent and acreage planted compared with normal is 102 per cent. Condition of oats is reported good in nearly every county. Recent heavy rainfall will help much.

According to W. L. Nelson, assistant secretary of the State Board of Agriculture, practically all the corn in Missouri which was planted before the recent cold weather has been destroyed. He believes that at least 25 per cent of the acreage of the state had been planted. The success of the new crop will depend upon the ability of the farmers to get good seed corn. The germination of all seed corn this year is poor.

All corn growing sections of Oklahoma report that they have had sufficient rainfall during the last month to withstand a month or six weeks' drought without damage. It is now dry enough even in sections where excessive rains have fallen to cultivate the crop and in many counties the crop is well up and has been cultivated from two to three times. Only one of the forty corn-growing counties reports any insect damage and only two counties report replanting.

The Government May crop report gives the condition of winter wheat as 82.1 compared with 80.8 a month ago. This suggests a crop of 417,000,000 bushels in an acreage of 29,044,000, compared with a final yield of 446,000,000 bushels a year ago. The report shows an abandoned acreage of 4,439,000, which is the largest since 1904, when the reduction was 4,933,000 acres. In 1909 the abandoned acreage was 2,013,000. The average condition of rye May 1 was 91.3, compared with 92.3 on April 1 and 88.1 on May 1, 1909.

On May 1 the wheat rate to Buffalo stiffened at Duluth to $1\frac{1}{4}$ c.

IN THE COURTS

David Wasserman, former Chicago broker, who retired from the grain business a year ago, recently filed a petition in bankruptcy in Chicago, giving liabilities as \$11,348.85 and assets \$3,425.63.

The Zorn Grain Co., which operates an elevator at Lilly, Ill., has instituted suit at Pekin, Ill., against Hervey B. Harris for \$500 for alleged failure of defendant to deliver grain that was sold to the company.

The Court at Fargo, N. D., has sustained the finding of the jury that awarded Ray Umsted a judgment of \$3,500 against the Colgate Farmers' Elevator Co., of Colgate, Steele County, N. D. The case had been in the Supreme Court once.

The Dakota Cereal Co., an elevator concern having its principal place of business in Kasota, Minn., recently went into involuntary bankruptcy in the United States District Court at Minneapolis and Henry B. Burtelert was appointed receiver.

The Kiddle Grain Co., of Omaha, Neb., has lost its suit in the United States District Court to have the involuntary bankruptcy proceedings against it set aside. The jury returned a verdict in favor of the creditors, supporting the validity of the bankruptcy proceedings.

Emil and Oscar E. Bueltingsloewen, doing business as the Wolverine Grain Co. of Battle Creek, Mich., recently filed a petition in bankruptcy in United States Court at Detroit, Mich., scheduling liabilities at \$17,831, of which \$10,000 is a mortgage, and assets \$3,337.

Lamson Bros. & Co. were victors in the damage suit brought against them in Court at Champaign, Ill., by H. W. Riley of Tolono, Ill. Riley alleged that defendant concern had not executed Chicago Board of Trade deals that he had ordered and that he had lost heavily as a result.

Petition in bankruptcy has been filed against the McLemore Grain Co., of Nashville, Tenn. The creditors are Morgan & Hamilton Co., Nashville, \$2,577.26; Nashville Terminal & Realty Co., operating the Hermitage Elevator & Warehouse Co., \$1,766.16; Harry Allen, Allerton, Ill., \$425.91.

Church & Thomas of Holyrood, Kan., and J. B. Lamb of Dunlap, Kan., have filed a petition in involuntary bankruptcy in the United States District Court at Kansas City, Mo., against the George A. Adams Grain Co., a Kansas City concern, and D. B. Huffman, doing business as the Verona Elevator Co., of Verona, Mo.

W. H. Crum and W. L. McCreedy have commenced action against the Clinton Grain Co. and K. K. Liquin for work done in grading and in pulling stumps at the present site of defendant company's elevator in Cedar Rapids, Iowa. Plaintiff's maintain that \$110 is still due and ask judgment in that sum with interest and costs.

A bill in chancery filed by out of town creditors has followed the resignation of Neville Bros., from membership in the Nashville, Tenn., Grain Exchange. The creditors are the Omaha Elevator Co., \$4,418.75; Moore Grain Co., of Kansas City, \$2,475; D. Rothschild Grain Co., Iowa, \$1,362.50; Union Grain Elevator Co., Nebraska, \$2,000.

R. J. House of the Kansas City, Mo., Board of Trade, must stand trial on an information charging him with violating the law which prohibits any deductions from the actual weight of grain, coal or hay for any purpose. The State Supreme Court has recently held the law constitutional in habeas corpus proceedings. His attorneys filed a motion for a rehearing. The Supreme Court denied this motion.

The United States Circuit Court of Appeals at St. Louis recently affirmed the decision of the lower Court that the Union Pacific railroad was indebted to three grain companies of Omaha, Neb., for rebates, but ordered that the combined damages be reduced from \$10,831 to \$8,236. The plaintiffs were the Updike Grain Co., Nebraska-Iowa Grain Co., and the Crowell Lumber & Grain Co. They alleged that the railroad had discriminated against them in refusing a rebate of three-fourths of a cent a bushel for all freight cars which were unloaded and returned to the yards within forty-eight hours. The rebate, it was alleged, had been paid to the Peavy Elevator Co., at Council Bluffs, Iowa.

A bankruptcy referee at Los Angeles, Cal., has upheld the legality of contracts between investors and brokers dealing in "futures" in a recent decision in which the claim of G. L. Crenshaw, real estate dealer, for \$75,460.25 against Fred Dorr, broker, was established. This amount represents the payments of Crenshaw to Dorr during February, 1908. Former speculations made by Mr. Crenshaw with Dorr revealed, according to the evidence, that the real estate dealer sustained a loss of more than \$100,000. Crenshaw alleged that he paid the \$75,460.25 with instructions to Dorr to purchase corn on the Chicago market. This money, Mr. Crenshaw alleges, was used in the purchase of corn which was not delivered by the broker, although the former

asserted that he had made repeated demands for delivery.

Alleging that the affairs of the Monarch Grain Co., of Hopkinsville, Ky., are in bad shape, that the concern has been insolvent and without president and other officials since May 1, 1900, suit has been filed by E. P. Watkins and wife, stockholders, asking for a receiver. The chief creditors are the City Bank, \$2,000; Bank of Grafton, \$1,500, and Miss Mamie Barnes, \$1,500. Plaintiffs assert the assets will no more than pay the indebtedness.

J. P. Graves, a Winnipeg, Man., commission merchant, has instituted proceedings in Court at that place against the Home Bank of Canada for an accounting. Plaintiff alleges he consigned to J. K. McLennan of Toronto, Ont., in June, 1908, about 30,000 bushels of oats and discounted a sight draft with the Home Bank. He delivered to the bank as collateral security the bills of lading for the oats consigned with instructions to the bank to deliver the same or parts thereof to McLennan as directed. The bank delivered to McLennan part of the oats and plaintiff alleges defendant institution sold the balance contrary to his instructions. He therefore asks that an account be taken of moneys received and paid by the bank, and that he be paid the highest price for the oats wrongfully sold which could have been had for same within a reasonable time after they were sold. The bank contends that the oats were sold for the best price obtainable and alleges that plaintiff assented to the sale and had released the bank from all claims.

CANADIAN GRAIN INSPECTION.

The great importance of having the inspection of Manitoba grain kept intact and absolutely free from fraudulent mixing after it is put into elevators will be better understood when it is seen what an advantage the New York inspection gives exporters shipping Manitoba wheat from that port.

For instance, our inspection of No. 1 Hard Manitoba wheat calls for not less than 60 pounds to the bushel and 75 per cent of hard Red Fife, whilst the New York inspection requires only 58 pounds to the bushel, being composed mostly of hard Scotch Fife. No. 1 Northern Manitoba wheat, Canadian inspection, calls for 60 pounds to the bushel and 60 per cent of hard Red Fife, whilst the New York standard only calls for 57 pounds to the bushel and 50 per cent of the hard varieties of spring wheat.

No. 2 Northern Manitoba wheat by Canadian inspection must weigh 58 pounds to the bushel and must contain 45 per cent of hard Red Fife, but the New York standard requires only 56 pounds to the bushel and only 40 per cent of the hard varieties of spring wheat.

It will therefore be seen how much the intrinsic value of our inspection exceeds that of the American grading; and yet, through the mixing of inferior grades with No. 1 Hard, No. 1 Northern and No. 2 Northern in elevators at Fort William and Port Arthur, it can readily be understood how the New York inspection can be even superior to our own and can be sold at less money.

This shows the imperative necessity of the Canadian government adopting the most drastic measures in suppressing the mixing of poor and inferior grades with No. 1 Hard, No. 1 Northern and No. 2 Northern Manitoba wheat. Complaints have been received from the other side of the Atlantic of the quality of Manitoba wheat, shipped from Fort William, falling below that called for by the inspection. Parties, in fact, on the continent of Europe have cabled that they can buy Manitoba wheat cheaper in Duluth than in Winnipeg. This is not to be wondered at, as the facilities for mixing Manitoba wheat, after it is inspected at Duluth by the Canadian official, are said to be even greater than at Fort William.—Montreal Trade Bulletin, April 15.

Transfer rates at Port Colborne elevator are 1¾ for barley and oats, 2c for wheat, corn and rye; and 2½c for flax.

The elevator in Smartville, Johnson county, Neb., owned by C. M. Linn of Humboldt, Neb., was destroyed by fire May 10.

The G. T. Pacific of Canada has placed orders for new steel grain cars of the 100,000-lb. type for use next autumn in moving wheat.

Grain-shippers on the Ohio Central lines will henceforth be able to make their own grain doors. Lumber in cut length, tied in bundles, each containing the proper amount for a grain door, will be furnished and dealers will be expected to place the material in the car openings in such manner as suits themselves.

A spark from a locomotive is believed to have started a fire that destroyed the Funk Elevator, operated by P. H. Wheeler, in Glenwood, Minn., recently. Soo Line train crews fought the fire before citizens arrived. The Atlantic Elevator adjoining was saved after determined effort. The elevator was valued at about \$4,500. There was about \$3,000 worth of grain in the elevator.

BARLEY and MALT

The damage to barley in Winona County, Minn., by the recent cold weather will not be near so severe as at first reported. Practically the only barley lost was that germinating in the ground.

Considerable more barley has been sown in Richland County, N. D., the past year than ever before. Barley is one of the most profitable crops grown in that county. Barley yields 500 pounds more to the acre than wheat.

President F. J. Smith of the Lincoln County (Wis.) Fair Association, has in connection with the Wisconsin State Experiment Station, Madison, made arrangements to inaugurate a barley growing contest which can be participated in by boys 8 to 16 years old, who live on farms, although boys of the city will not be barred. The seed will be distributed free of charge. Inspectors will be appointed to oversee the crops. Six prizes will be awarded.

The short crop of oats about three years ago proved a blessing in disguise. It set the people thinking of the relative value of barley as feed. It was found that if mixed in certain proportions with oats, it makes a cheaper and just as good a feed as oats. It thus came into more general use, not only on the farms, but all over the country. The principal benefit, however, which the farmers have gained through the barley mixing business, is the fact that the malt and brewing trade can no longer control the price of barley, but as long as there are cattle and horses to feed it will find a good market in competition with oats.—Julean Kune in Orange Judd Farmer.

THE GRADING OF BARLEY.

BY W. H. PRINZ.

In Europe we have two systems—the German system, selecting the largest ear, and the Swedish system, selecting the largest and best kernels. In this country we have what is called "The Hundred Kernel System." The Swedish system I consider the best, as it enables us better to raise a pure species.

I do not believe in using the largest kernels for seed. If this is done year after year, the result will be a smaller ear with fewer kernels. A medium size is best, as we will get a larger ear with the size of kernels wanted, and the whole crop will be more uniform, will ripen and mature uniformly. It shows that it is absolutely necessary to grade seed barley, and what holds good for seed barley is also correct for malting barley.

The grading of barley for malting purposes is old. In Europe it has been done for years; but their machines were crude and of small capacity and would not do here; also, their barley is of the two-rowed variety, which is naturally more even in berries than our four-rowed; and our mode of taking care of barley is not so good as theirs, consequently, our barley is much more in need of grading than theirs. But their ways of making malt are more careful and a uniform product is more in demand, while with us, anything goes.

When, about twenty years ago, I proposed to grade the barley, the maltsters did not believe it necessary, but the increase in bottle beer, and that of a bottle beer with keeping qualities, demanding a more carefully made and even malt, brought about the change; and it will be only a short time when no malt-house, or even a barley elevator or receiving elevator, will be without machines for the grading of barley.

Now, what are the advantages in grading barley?

In order to make an even malt, it is necessary that the same is made from an even berried barley, as an even berry barley will first steep evenly, then germinate and malt evenly, and last will kilndry and be cured evenly, and the loss in malting will be much reduced. With a barley of uneven berry we are forced to let some of the berries overgrow in order to bring up the rest, which will result in a greater loss in malting and an uneven and inferior malt. Then, in the brewery, when crushing the malt, the rollers of the mill are set so that the large berries or kernels will be crushed, and the smaller ones will come through without being crushed, which means a great loss in the mash-tub.

Barley should be graded in at least two grades; the larger barley to be used for keg beer and the smaller barley for bottle beer or distillers' malt. The reason is, that the smaller berries are generally more of a semi-glassy kind and contain more albumen, and when malted properly will produce a malt with a larger amount of diastase. The more albumen, the better the aroma and the better the flavor and the better the keeping qualities of the beer. (I have stated a number of times that I want to be on record as favoring the highest amount of albumen in barley.) With keg beer the keeping qualities are of a secondary consideration. In barley which is more mellow and contains more starch in proportion to albumen, a larger amount of extract is looked for; and this is produced from the large-berry barley. But for the beer of the future, which will undoubtedly be the bottle beer with the great-

est keeping qualities and the finest aroma and flavor, we must have a medium size, even berry barley which will make an even malt that must have the highest amount of albumen.

There are further reasons for grading barley.

When barley is well cleaned and graded there will be few or no skimmings. I could never see the use of taking off from ten to fifty bushels of skimmings to the steep tank, wetting it, then drying it again; no matter how carefully it is dried there will be a loss in color and, consequently, a lower price. When these skimmings are taken out of the barley through cleaning and grading, they will retain their natural color and bring a better price.

I remember the time when malt made by maltsters not connected with the brewery was called commission malt and was not considered as good as the malt made in a brewery malt house; but times have changed. The maltster to-day, on an average, makes a better malt than the brewery malt house, as he keeps more up-to-date with his machinery and continues to improve, while the brewer says: "I am making the malt for my own use." But, should he put his malt on the market, he would soon find out that he is in need of many improvements.

Many an hour I have turned the old fanning mill in our own malt house. Then came the separator, then the separator and grader combined, but they were only graders in name and did not grade, as they used sieves of perforated metal, and it is only since the ring graders were invented, and even then, only since, through long and tedious experiment, they were so improved, that to-day we may say that at last we have a machine that does its work perfectly, with the least amount of power, is solid in construction and durable, simple and requiring no care to operate, no adjusting—no matter what the flow of barley is, the machine will regulate itself—it is only now that there is no question that the battle is won, and that in the future brewers and users of malt will demand malt made of graded barley, and be willing to pay a better price for the same, as it will give them better and surer results and a better quality of extract of beer, with a larger quantity of extract, with a better and finer aroma and flavor, and with greater keeping qualities.—American Brewers' Review.

SOME FACTS ABOUT SEEDS.

The heaviest seed of any North American tree is that of the butternut, of which only fifteen are required to make one pound. In remarkable contrast to this is the seed of the white birch, of which five hundred thousand are required to tip the scales at one pound.

The finest seeds of any garden vegetable are yielded by the rampion, a plant cultivated in European countries for its roots. An estimate of the weight of these seeds by an investigator showed that one pound must contain in the vicinity of 11,340,000 of them, each of which would be capable under proper treatment of producing a perfect plant.

Among the smallest seeds found are those of the tropical plants known as orchids, of which there are many thousands of species in the warmer parts of the world. Some of these plants produce seeds which are so minute as to be almost of the character of fine dust, one single flower yielding unnumbered thousands of them. Owing to natural conditions, however, but a small percentage of the seeds grow into plants.

The most important seed in the world is that of wheat, which furnishes sustenance for the greater part of the civilized world. The origin of wheat is a subject which has been much discussed by botanists. The great antiquity of the cultivated plant has made the wild form difficult to determine, the plant from which it is supposed to have been developed being *aegilops ovata*, a plant of the grass family, found wild in Asia and South Europe.—Exchange.

Commodity rates will be increased all through the West on June 1, but grain rates seem to have escaped elevation.

The Intercolonial Ry. of Canada handled more grain through the St. John elevator last winter than ever before in a single season.

The A. B. C. Elevator Co. at Vancouver, B. C., has taken over the Canadian-Mexican line of steamers and will ship wheat in bulk to Mexico.

Shippers complain that the stoppage of elevator work at Port Arthur on Sunday is a hardship because it delays the boat and makes a discrimination against that port because work goes on daily at Fort William.

A freight train damaged the Grain Growers' Elevator at Minto, N. D., recently. In taking the siding to permit a passenger train to go by the freight crowded a flat car loaded with telephone poles in such way that several of the poles caught the spouts on the elevator, tearing them off. Besides the damage to the elevator 300 bushels of wheat were released.

OBITUARY

Thomas McMichael, one of the first elevator men of Waukon, Iowa, died at his home in McGregor, Iowa, recently.

David B. Peters, grain and stock dealer of Gallogway, Ohio, died April 25. He was a member of the G. A. R. He is survived by a widow, two daughters and one brother.

W. A. Caldwell, who has been engaged in the grain and feed business at Monango, N. D., died recently. He also owned the Atlantic Elevator at Fullerton, Dickey County, N. D.

Lucius C. Platt, veteran member of the Chicago Board of Trade, died at his home in Lake Forest, Ill., recently. His business in cash grain was conducted under the firm name of L. C. Platt & Co.

J. B. Reeme, one of the oldest members of the Chicago Board of Trade, died in Dallas, Texas, recently. Since the death of his wife three years ago he had resided with a daughter in Dallas. He is survived by two daughters.

William G. Andrews, senior member of the Andrews Grain Co., of Minneapolis, died in that city April 21, aged 75 years. He formerly was of Sutton, N. H., and had been a resident of Minneapolis for ten years. He is survived by his widow and two sons.

Charles Judson Hurlbut, secretary of the Rogers Grain Co., and active in the grain business since 1880, died at his home in Chicago April 27, after an illness of three weeks' duration. He was born in Morristown, N. Y., in 1843, came West in 1857 and settled in Waukegan, Ill. He came to Chicago in 1861.

William Smith, manager of the Lamoni Elevator Co., Lamoni, Iowa, committed suicide in the Farmers' bank at Mount Ayr, Iowa, April 20, by shooting himself through the temple when informed that he no longer had a cash account at the bank. He was forty years old and is survived by a widow and two children.

J. C. Woodworth, for twenty years a member of the Minneapolis, Minn., Chamber of Commerce and president of the Hollister-Woodworth Co., of that city, died April 22 of apoplexy, aged 60 years. He was born in Lafayette County, Wis., going to Minneapolis in 1887 and immediately identifying himself with the grain trade. He was a thirty-second degree Mason. Decedent is survived by a widow and two sons.

Charles H. Emerson, for over thirty years engaged in the hay and grain business, died in Allston, Suffolk County, Mass., recently, following a paralytic stroke, aged 75 years. He was born in Nashua, N. H., in 1835. During the Civil War he was a private in Co. B, 8th Regular New York Heavy Artillery. His company being in Baltimore, Md., at the close of the war he engaged in the grain business there, where he also married. Decedent is survived by three sons and one daughter.

John Tyler Shackford, who had been in the hay and grain business in Malden, Mass., for twenty years, retiring in 1903, died at his home in that city recently after an illness which had confined him to his bed for four months, aged 70 years. Death resulted from Bright's disease. He was born in Boston, belonged to all the degrees of Odd Fellowship in Malden and was a member of other fraternal organizations and the G. A. R. He was a corporal in Company I, Fourth Massachusetts Regiment, in the Civil War. Decedent is survived by one son.

The many friends of F. W. Smith, manager of the Chicago office of the Huntly Mfg. Co., were pained to hear of the death of his wife, Marcia Smith, which occurred at the family home, 3217 Park ave., Chicago, on May 5. Short services were held at the home on May 6, immediately following which the remains were taken by Mr. Smith to Silver Creek, N. Y., where the interment took place May 7 in the family burial place. Mrs. Smith had been a sufferer from Bright's disease for years and for the past two years had been confined to her home. She was married to Mr. Smith 41 years ago. Besides Mr. Smith, three children survive: A. H. Smith of Jackson, Mich.; H. L. Smith of Chicago, and Mrs. H. M. Wheeler of Chicago.

Charles J. Kershaw, formerly a prominent member of the Chicago Board of Trade, died in Tacoma, Wash., May 8. During his life he lost and recovered several fortunes until he finally went under with 58,000,000 bushels of wheat on his hands in the big deal engineered by E. L. Harper of Cincinnati, Ohio, in June, 1887. At one time he was known as the greatest speculator in wheat in the country. Scotch by birth, he started in the commission business in Milwaukee when that city was the wheat market of the country. He arrived in Chicago a millionaire and opened the commission house of C. J. Kershaw & Co. He was never able to recover the money he lost in the Harper wheat deal. When his health failed, fifteen years ago, he moved with his large family to Tacoma. He is survived by a widow and five children.

The ELLIS Cold Air Drier and Conditioners

are acknowledged by the largest handlers of cash grain in the Chicago market to be the most satisfactory machine ever invented to condition and dry grain.

¶ In one plant alone our 4-30 Conditioner occupying a space in the elevator of 7 feet x 12 feet x 34 feet high averages 45,000 bushels every 24 hours.

¶ Don't you want that kind of protection?

The Ellis Drier Co.

Postal Telegraph Bldg.

Chicago

GRAINS IN OTHER LANDS.

BY ANDREW McCLELLAND.*

"And God said behold I have given you of every herb-bearing seed which is upon the face of the earth. To you it shall be meat."

How universal has been nature's distribution of the herb-bearing seed and how much is dependent on that seed for existence, is known to every one. It is my purpose to give you a short, quick, kaleidoscopic view of some of the grain lying between 72° 24' north and 47° 20' south and encircling the globe.

We will land first on the shores of Ireland and get a glimpse of the many small, congested patches, with high dividing fences of stone, where the grain is almost hidden from the passer-by and where each stalk of the growing grain is personally cared for; where the tenant farmer of a foreign landlord is not at his best; and yet from such small fields homes have come some of the men who have helped make this nation great, this city beautiful and are worthy members of this association.

Shall we cross the Irish sea to Scotland where that grain grows that is in truth the veritable autocrat of the Englishized breakfast table in all lands? It is universal! It is immutable! "Porridge, sir?" from St. Petersburg to Invercargill is the morning greeting in all lands, from the glacier-furrowed sides of the Himalayas to the shores of Stewart Island. But the oat fields are not the only grain fields in Bonnie Scotland. In its short summer grows that other grain that makes "Scotch Rye" a household word wherever the canny Scot finds a home.

Let us leave hospitable Scotland and enter England, whose well-tilled fields belonging to lords, through entail, are tended by that substantial English farmer who is content to be man without being master, who believes God made England the center of creation and the English "corn" the best on earth. Her grain fields must be fed each year else they fail.

We will cross the turbulent North Sea, and along the coast of southern Norway we see the ripening grain in the fields facing the sea. As we go further north the wheat, barley and rye fields grow smaller in size and more in steepness. Here and there in the universal green are yellow dots of ripening grain with the sturdy peasant girl in short skirt and embroidered bodice, carrying in her arms the golden sheaves and impaling them on poles to dry. As we go still further north, nearer the great glaciers, here and there we find sheltered coves, often less than one acre; and yet the golden grain is ripening in the August sun.

We leave those diminutive fields and enter Russia, whose broad expanse, from the Neva to the Aras, from the Vistula to the Tura, from the Baltic to the Caspian, from the Kara to the Black Sea, is generously dotted with grain fields tilled, tended and harvested in a slipshod way by that low-browed peasant who dreams of liberty, but only through violence. An American traveling in agricultural Russia is often reminded of the rural farmer in America of fifty years ago. They still do their farm work in the most primitive way.

But we cross the frontier into Germany; where the small strips of oats, barley, rye and wheat, sandwiched between strips of turnips, potatoes and other vegetables, are in marked contrast to the broad, neglected fields of Russia. Germany's grain fields are intensely farmed in small narrow strips, bordering on well-kept roads, and the peasant woman must plow and plant, sow and reap, and carry on her back the grain sheaves to that road, while she watches her stalwart son, in shining helmet and soldier trappings, go marching by to make "My Army."

But just across another frontier border we reach the natty, well-tended fields of free Switzerland, whose people have no king but conscience and no army save the police. Her snow-capped peaks look down upon her beautiful, happy valleys, sun-kissed and joyous, dotted here and there with wealth of grain and her happy peasantry who, in liberty and love, sow and reap.

Adjoining Switzerland lies that other European republic which but a few years ago was devastated by war with Germany. From the grain fields of her peasantry came much of that enormous war indemnity, the receipt of which degraded Germany, the paying of which ennobled France. The grain fields of France yield bounteously to the wise husbandry of her economical peasantry, even though they till with thousand-year-old implements. The sun and the rain give bountiful harvest.

We cross to sunny Italy, that land to which our own loved state [Colorado] has often been compared, whose wheat, barley, rye and corn fields swell the nation's wealth, whose pleasure-loving peasantry are given to music, dancing, fasting and feasting,—that land where churches are most prominent, where the savings of the nation is in the church buildings and its coffers; and when we think

of poverty stricken Italy we have only to look at and into her churches for answer. They are building—ever building—seeming to forget that this is part of eternity and this the life to be made most and best of. They are learning the value of water applied to land, and if the idle wealth within the great churches was used to reclaim their barren acres sunny Italy's place among the nations would be much improved and her grain yield multiplied many fold.

We will cross the blue Mediterranean and enter that mysterious land of the pyramid and the sphinx, whose grain fields have fed her inhabitants for more than a hundred centuries. Centuries before the days of Pharaohs nature inundated and irrigated the valley of the Nile, moistened and fructified it; and her wise inhabitants saw, took advantage—sowed and reaped. In the old days there was a god of the Nile to whom each year was sacrificed a maiden,—as if the drowning of a gentle-hearted girl at Thebes would bring the rains 3,000 miles away at the head waters of the great river.

I hold in my hand some grains of wheat that grew in the Nile Valley about the year 2340 or 2448 B. C. Those, you will remember, are the years of Noah's flood; and believing these grains have not been soaked in water for ten months or more, and not wishing to wound the feelings of any one present, I will say it might be 2348 B. C. The grains, as you may see, are perfect. While I am sure they will not grow, I believe they still retain their life-sustaining qualities.

The Nile's grain fields are expanding. They no longer sacrifice to the god, but are experimenting with dams and ditches and are putting into cultivation lands that even the gods in the old days could not moisten and fructify, though they had as much water and the same altitude and the same river wended its way between the same hills, on top of which are now many of the grain fields of Egypt. In the old days the lands were plowed with a stick and stirred with a hoe; today they are being plowed with steam plows.

But we must leave that fascinating land and go through the canal, down the Red Sea and across the Arabian Sea to that wonderland in the east—plague-stricken, drouth-smitten India, whose teeming millions of human beings labor early and late and live always next door to famine. They till their dry and parched fields in the same manner and sacrifice to their gods as did their ancestors centuries ago. England in the last few years has been making serious inroads in their old methods, by building irrigating and reclamation plants, and are to a certain extent putting their gods out of business and teaching their people that the gods are always with those who conserve nature's forces and learn nature's ways.

There are many kinds of grain over there—oats, corn, wheat, barley, rye, millet, milo maize, kaffir corn, rice, gram and doll. A few ounces of any of these serve to feed a man a day, who works at hard labor, such as track and road work on the railroads. I have seen these men at their dinner—no dinner pail—a few ounces of gram or doll tied up in a corner of their dootie, which is their only garment, and at meal times they sit in a friendly shade, if one is to be had, and eat a grain or two at a time, that had been previously parched in an earthen pot over a cow-chip fire. That man works for 5 cents per day. I have seen a sweet, but pinched and hungry-faced, girl buy a cowie's worth of grain (the forty-eighth of a cent) and sit and eat it grain by grain. Can we forget these things as we sit at banquets and remember they are human like ourselves?

But we will sail away to Ceylon, that emerald gem in a sapphire sea, where every prospect pleases and the happy Clingalese peasant smiles as he labors and breathes the fragrance of cinnamon and cloves and drinks the refreshing draught from the king coconut that grows all about him. With his happy smile, as he works in his wet rice field, he is in marked contrast to his cousin just across in dry India. The rice fields of Ceylon spell plenty for the laborer.

But onward and eastward we must go, passing neglected Sumatra and the Straits Settlements, rounding the southern point of Asia at Singapore, up the east coast to the mouth of the Cambodia, up whose sluggish current we steam, through fields of paddy, cane and millet, and see the industrious coolie as he labors in mud and water at his daily task. On up to Hongkong, and the Pearl River to Canton; through a Chinese garden of green-growing grain, every inch well tilled and only the narrowest foot path to avoid trespass, no fences—and this in marked contrast to Ireland. This much maligned and despised race live in brotherly love and each one respects the other's rights. China's low flat lands must support her millions from the "herb-bearing seed." Not only her low lands but the higher, more hilly land of the northeast beyond Peking, where in the May sun we saw an ox, a man and a donkey hitched abreast—the man between holding up one end of a good sized pole to the other end of which was attached the strangest, most primitive of plows, guided and held in place by another man who seemed to be the general manager. With these primitive means and man's industry, the earth yields her harvest.

We cross the yellow sea to progressive Japan, and there in her narrow valleys and on her steep mountain sides every available inch seems utilized. The fields are diminutive, many of these not larger than this room. They are intense farmers in the most economical sense, for they plant vegetables along with their grain, and when the ripened grain is harvested, the field is left green with growing vegetables. These people are nothing if not artistic, for if they have a square, or rectangular, piece of land they do not plant it in straight rows as we would but in curves, spirals, arcs and angles.

But we will leave the rice fields of Ceylon, Siam, China and Japan, and go away across the sea to the southeastward, to that beautiful island world that lies in the southern seas "amid the waves where gentlest breezes creep," called by the Maoris "The Great White World," because much of the time great white clouds hang over it as you see it from the sea; and yet it is not always in shade, for a genial summer sun ripens the golden grains in her generous, well cultivated paddocks.

That is a happy land, where progressive experimental government has blazed the way toward better things for the man and the land. The great paddocks of the rich landlord (who had been transplanted from England) on the Canterbury plains and all over New Zealand are being cut up into small allotments and dotted with the new settlers' cottages, built with money loaned by the government on land resumed from Lord Strathcome and paid for at a price that his income tax return showed the land was fairly worth. Government in New Zealand seeks to legislate a rich man into honesty which all of them do not relish any more than they do in America. Drastic and revolutionary as their experiments seem to be, they are putting the man and the land together, settling up the waste places and increasing by intense farming the grain crops and the wealth at an astonishing rate.

Now we steam across to that little heart-shaped island Tasmania, whose small clearings in its variegated woods are gems of gold in landscapes of beauty and whose fields of grain are fast giving way to those choice fruits that are making Tasmania a household word in all the southlands and even in European markets.

It is but a few miles across Bass Straits to Melbourne, that modern, progressive city, which is justly called the Paris of the Southern Hemisphere, whose great wharves and warehouses groan beneath the loads of grain, waiting shipment to European markets. Victoria is the smallest of the great Australian states and has but lately started in the progressive steps of New Zealand by resuming ownership of her lands that were given so lavishly to gentlemen from "home" with influence. But with a wise Colorado man at the head of her irrigation schemes, rivers and water supply board, who believes the land should be one of the trinity to create happiness and wealth, Victoria is putting the man on the land and supplying him with water, and "these three are one," to raise more grain. New South Wales, also, another Australian state, is following in New Zealand's steps and getting back some of her best lands and turning the pastures into grain fields. Queensland, to the north and into the tropics, is pursuing a wise and most liberal policy, seeking to settle up her millions of broad acres at low prices to buy and most favorable terms to lease. South Australia, extending clear across the continent from Great Australian Bight, on the south to the Arafura Sea on the north, is the great grain state of the Australian continent. She exports more grain than all the others. Her fields are vast and inhabitants few. Along her railroads are stacked up miles of grain sacks twenty-eight sacks high and thirty to forty wide, awaiting goods vans to carry it to the seaboard; and when the vans are shunted along side the huge ricks and a whole train is loaded, it means only about 200 tons, for their vans carry but eight to twelve tons each, and twenty vans to a train is the average. Their railroad rates are low—are purposely made so to develop their natural resources.

You all doubtless know that all railroads in New Zealand, Australia and Tasmania are government-owned, built with money borrowed by government in England for that purpose, and every dollar went into construction; and the men who built and those who manage are servants of the whole people, and they are run, not for profit but for service, and when the management find the road is earning more than its operating expenses, interest, reasonable depreciation and a certain sum for a sinking fund, they at once reduce the tariffs on all commodities and on passenger traffic. All pay the same rate per hundred pounds for the same goods, the same distance, and everybody pays the same price for passenger travel, under similar conditions, and those conditions everyone may know who can read. The men who manage the roads are not \$50,000 to \$1,000,000 a year salaried men. A man who is manager of nearly 4,000 miles of road gets less than \$1,500 per annum and he is the manager and does the managing, with two assistants who receive \$1,000 each. They don't have to see to any manipulations of the stock market, or lay schemes to get the better of a competitor. They use their brains

*An address delivered at a banquet of the Colorado Grain Dealers' Association by the author, a resident of Pueblo, Colo., who claims the distinction of being the oldest grain merchant in that state and who is now the president of the Association.

to serve that same public that in America is often "Be-damned."

Western Australia is an empire in itself; and here great forests of eucalypti and her waste places are fast giving way to grain fields where the "herb bearing seed" is being harvested, and she too will soon be helping to feed Europe's hungry millions. Under the genial skies of that sunny southland the government's first care is to get the man on the land and supply him with water that this trinity may create; and the results are good, for in my seven months' sojourn I was never asked for a single gratuity and beggars are unknown.

But we will cross the more than 6,000 miles of ocean to South Africa and go hurriedly through the grain fields of Cape Colony, the Transvaal, Natal, Orange River Colony (the states so recently formed into a union). Each of them is growing and expanding, the Transvaal showing most improvement. Under the industrious, phlegmatic Boer the great veldt is fast disappearing and fields of mealies taking its place. On into Griqualand west, where few mealie patches or any other grains are near neighbors to the great Kimberley diamond fields, thence on northward into Rhodesia, that vast and rich empire, brought to the notice of civilization by the indomitable courage of that prince of Englishmen, Cecil Rhodes—that great and rich land, so fertile and fair, where the native mealie patches are most plentiful along the streams. Out among the Matapos, Cecil Rhodes built a great dam to impound the water and established a model irrigated farm, proving the possibilities of irrigation. On to the northward by the banks of the great Zambesi the native tends his flocks and fields within the sight of the great fields, but the white man is planting rubber. Eastward toward the sea, into the possessions of the Portuguese, and again here and there a rice field is sandwiched with the pineapple, cotton and the cocoanut. Then almost under the equator, where Britain again rules, and step by step through nature's zoo into the country of the warrior tribes of the Masais and Ki Kuyus, whose fields are small, because game is plentiful. About the shores of Victoria Nyanza, where the naked Kavirondo raises in small patches, corn, cotton and cane, and where nature is lavish with fruits that sustain life and the climate makes clothes a nuisance and a burden. Who dare say that in the coming years "the herb-bearing seed" raised by the dusky sons of the sun in that great, falsely called "Dark Continent" will not furnish that which "to you it shall be for meat."

But lest I weary you, one more glimpse and I have finished. It will be of an island just south of the equator and in Malay called "Siti Yava" and known as the "Pearl of the East." It is less than half the size of our own state of Colorado, and yet more than 30,000,000 of people live, love, labor and are happy there. It has grain fields great and small,—not great as we consider it, for a 200-acre field would indeed be great; but small, indeed, are some of them,—a single terrace on a mountain side three feet wide and six feet long may be a rice field over there. It is at one and the same time "seed time and harvest" evermore. In contiguous fields on the same day may be seen the ground being prepared by men, women and children, naked to the thigh, tramping in mud and water and thus working the ground into a lob-lolly, followed by the planter with a bundle of rice plants about six inches long, whose tops have been cut off, setting them about eight inches apart. Just across a small ditch are plants in bloom, the heads filling out and the ripened grain being harvested. The mountain sides are terraced and the strips of grain often are not four feet wide, while the rise of the terrace is more than six feet high. They begin their irrigating at the top and when one field is soaked the water overflows to the next; and so nicely are they made and carefully tended there is no wasting, and the water eventually finds its way to the brook below. In a single field not to exceed 200 acres I have seen five hundred men, women and children, each with the Japanese harvester, such as I hold in my hand, reaping the matured grain. Each stock of rice is cut separately, about ten inches below the head, and bound in sheaves about six inches in diameter, which are stacked about a pole to dry; and when dried are carried on a bamboo pole a la Chinese, to the granary provided by the government for storage.

The island is mountainous, many of the peaks 10,000 feet high. Not three-fourths of its land cultivated and yet 30,000,000 people are fed and exports running into millions yearly are sent away. It is volcanic, more than twenty active volcanoes, where there is forever something doing, and the land is subject to earthquakes, for not a day passes that some part of Java is not moved by earth tremors; and yet the people live, laugh, sleep and smile in perfect serenity. Nature is lavish with her bounties; there fruits in great variety, many of them ripening every month in the year, some of them small as cherries, other large as pumpkins, some of them delicious beyond all words to describe, others nasty to an inconceivable degree and not edible to an ordinary white man until he has acquired the taste—an acquisition your humble speaker is will-

ing to forego. Java floats as a garden of perpetual green on a glassy sea that kisses its evergreen shores forever, and with its grains, fruits and flowers is the spot on earth nearest to the paradise described in that book from which I quote—

"And God said, Behold I have given you every herb bearing seed which is upon the face of the earth, and every tree in which is the fruit of a tree yielding seed, to you it shall be for meat."

LATE PATENTS

Issued on April 5, 1910.

Grain Drier.—Lewis C. Kiser, Decatur, Ill., assignor of one-half to Joseph Stocks, Lake City, Ill. Filed September 4, 1909. No. 954,033. See cut.

Grain Door.—Hans Thompson, Minneapolis, Minn. Filed March 9, 1908. No. 953,869.

Portable Granary.—William J. Haas, St. Paul, Minn. Filed July 6, 1909. No. 953,827.

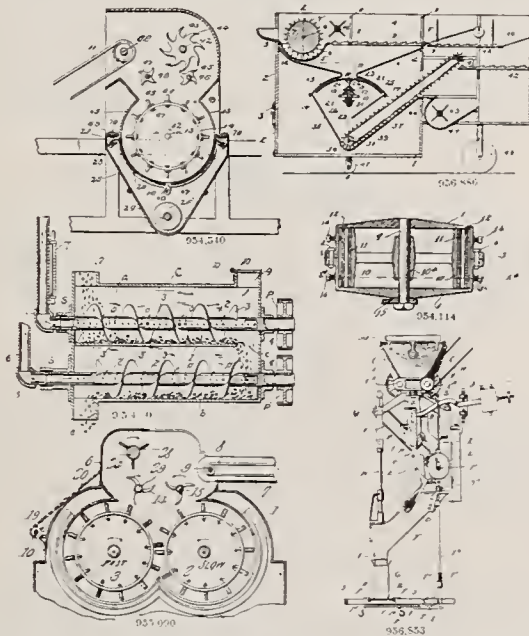
Feed Grinder.—James E. Lappen, Le Roy, Minn. Filed June 27, 1907. No. 954,114. See cut.

Issued on April 12, 1910.

Feeder for Alfalfa Mills.—Walter Mikes, Mayfield, Kan. Filed December 9, 1909. No. 955,090. See cut.

Cut-off Device for Feed Hoppers.—George P. Burke and Peter D. Burke, Roswell, N. M. Filed June 22, 1909. No. 954,850.

Hay Grinding Machine.—Daniel Prilliman, Wichita, Kan., assignor of one-fourth to Florus O. Erwin,



one-fourth to John A. Motter, and one-fourth to Austin J. Adams, Wichita, Kan. Filed May 18, 1909. No. 954,540. See cut.

Issued on April 19, 1910.

Grain Feeding or Discharging Apparatus.—Eugene Moreau, New York, N. Y., assignor to J. P. Devine Company, Buffalo, N. Y. Filed June 8, 1909. No. 955,606.

Issued on April 26, 1910.

Grain Car Door.—Ella M. Greenfield, Erie, Pa. Filed September 2, 1909. No. 956,078.

Dust Collector.—Gustavus A. Bauer, Chicago, Ill. Filed June 24, 1909. No. 956,270.

Issued on May 3, 1910.

Clover Huller.—John W. Clutter, Rockford, Ohio. Filed August 10, 1909. No. 956,886. See cut.

Flight Attachment for Conveyors.—Albert J. Frase, Breckenridge, Minn. Filed April 23, 1909. No. 956,520.

Feed Grinder.—Samuel K. Dennis and Frank W. Rice, Chicago, Ill., assignors to International Harvester Co. Filed August 3, 1907. No. 956,892.

Grain Separator.—Huston S. Adams, Harrington, Wash. Filed August 5, 1909. No. 956,617.

Automatic Weighing Machine.—George Hoepner, Chicago, Ill. Filed July 20, 1908. No. 956,853. See cut.

The first boat loaded for Erie Canal this season took oats at 3c. Buffalo to New York.

The National Farm Homes Association has been organized at St. Louis. It proposes to colonize city people on model farms.

The Farmers' Elevator and the Monarch Elevator in Cooperstown, N. D., were destroyed by fire that originated in the former structure recently. The Monarch Elevator caught fire from cinders that were carried by a high wind from the Farmers' Elevator. Loss to the Farmers' Elevator about \$6,000. House and equipment cost \$12,500 and were insured for \$9,000. Loss on grain between \$2,000 and \$3,000.

CONSTRUCTION OF BID CONTRACT FOR GRAIN.

In an action brought by a firm of grain dealers to recover damages for an alleged nonperformance of contract, it appeared that the plaintiffs sent to the defendant a bid for grain by the car load on track at the defendant's place of business, fixing the price they were willing to pay, and a time within which the grain was to be furnished. The defendant responded by telegraph, accepting the bid, and agreeing to furnish a stated number of bushels of the kind and quality of grain named in the bid. The plaintiffs replied by letter, confirming the purchase, "your track, subject to our card conditions," etc. The defendant failed to furnish all the grain promised.

The Supreme Court of Nebraska holds (Carter et al. vs. Roberts, 124 Northwestern Reporter, 94) that the defendant's place of business where the grain was to be placed in cars on the track was the place of delivery, and that the market price of the grain at the place of delivery was to be considered in estimating the damages, if any were sustained by the purchaser. It also holds that, in such a case, where the bid contained the provision that, if the grain was not shipped within the specified time the contract would be held open until the shipment was made or it was closed by the bidder, the bidder would have a reasonable time after the expiration of the period named in which to close it.

All of the states of the Australian Commonwealth have found it difficult, with the present railway facilities to handle the wheat harvest made for the season just ended.

It is understood that the Western Grain Elevating Association and the Wheeler and the Ryan Companies, independent elevators, located at Buffalo, are going to elevate free of charge grain passing through that port eastward by Erie Canal, the lake vessel and canal boat carrier paying as usual the charge for trimming cargo.

The number of idle cars increased in March-April, that total surplus on April 13 in the United States and Canada being 77,357, an increase of 51,471, or about 19 per cent over a fortnight previous. The gross surplus was 84,887, compared with 45,672. The shortage decreased from 19,786 to 7,530. Box cars increased from 15,834 to 20,527.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS WANTED

ELEVATOR WANTED.

Elevator wanted in good grain section. Give full particulars. Address

J. R. SHAW, Beardstown, Ill.

WANTED.

Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

IOWA, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

POSITIONS WANTED

POSITION WANTED.

Position wanted as manager of a country elevator. Have had seven years successful experience. Address

A X, care of "American Elevator and Grain Trade," Chicago, Ill.

Grain Investments

Every trader, grain raiser and live stock feeder should send for a copy of "GRAIN INVESTMENTS." Most complete encyclopedia of grain trading details published. Posts you completely. On request if you mention this publication. Ask for Edition H.

E. W. WAGNER & CO.
98-99-100 Board of Trade CHICAGO

Grain and Seeds

HOT AND DAMAGED CORN WANTED.

We will buy hot and damaged corn of every description. Name prices.

L. F. MILLER & SONS, Philadelphia, Pa.

MILLET SEED FOR SALE.

I make a specialty of millet seed. Also deal in all kinds of grain and seeds.

D. H. CLARK, Galt, Mo.

CLOVER SEED FOR SALE.

Direct from first hands. Mammoth, Medium Red and Alsike Clover seed. Write us for samples and prices.

MOSER, FRISINGER & SONS, Rockford, Ohio.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

NORTH DAKOTA ELEVATOR FOR SALE.

Cribbed elevator of 25,000 bushels' capacity at Bantry, N. D., with dwelling house. In first class shape. Will sell both or separately.

STAIR, CHRISTENSEN & TIMERMAN, Minneapolis, Minn.

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address.

JAMES M. MAGUIRE, Campus, Ill.

EASTERN NEBRASKA ELEVATOR FOR SALE.

Modern cribbed, iron clad elevator in Eastern Nebraska, fully equipped. Capacity 40,000 bushels. Doing a large and satisfactory business. Lumber yard can be had in connection if desired. Address

N. E. B., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

BUSINESS OPPORTUNITIES.

Modern galvanized iron-covered elevator and feed mill. Office, scales, corn crib and coal shed. On right of way of Chicago, Milwaukee & Gary Railroad at Harrisville, Winnebago Co., Ill.; also house on two lots nearby. Make offer. Will consider part cash and farm lands, Minnesota, North or South Dakota.

H. R. ROBERTSON, 1016 Guaranty Loan Bldg., Minneapolis, Minn.

IDAHO ELEVATOR FOR SALE.

The most complete seed and grain house in Idaho, if not in the Northwest, where crops never fail. Best seed producing section in the world. One-half block of ground, 260 feet trackage, 80,000 bushel elevator, with track scales. Most modern machinery for cleaning, grinding, etc. Built 1903-1909. Business established here 16 years, doing all the business we can handle, and have now decided to retire from business. Buyer can double purchase price in a few years. Will take some money to make deal. If interested write

BOX 687, Boise, Idaho.

NEBRASKA ELEVATOR FOR SALE.

Elevator of 20,000-bushel capacity at Smithfield, Gosper County, Neb. Located directly upon right-of-way of B. & M. R. R. Equipped with Fairbanks automatic scale and Fairbanks steel frame wagon scale. For further information address.

J. FRENCH, University Place, Neb.

FOR SALE.

A good flouring mill, built of hard brick, 16-inch wall, on a heavy stone foundation, three stories high besides basement, size 36 by 50, capacity 80 bbls.; in good condition, in town of 2,000 population. two railroads, in good farming community, thousands of acres of Eel River bottom within five miles of mill. This mill will bear investigation and will offer special inducements to anyone interested in buying it. Address

J. N. NISWONGER, Clay City, Ind.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

LARGE LINE OF MACHINERY CHEAP.

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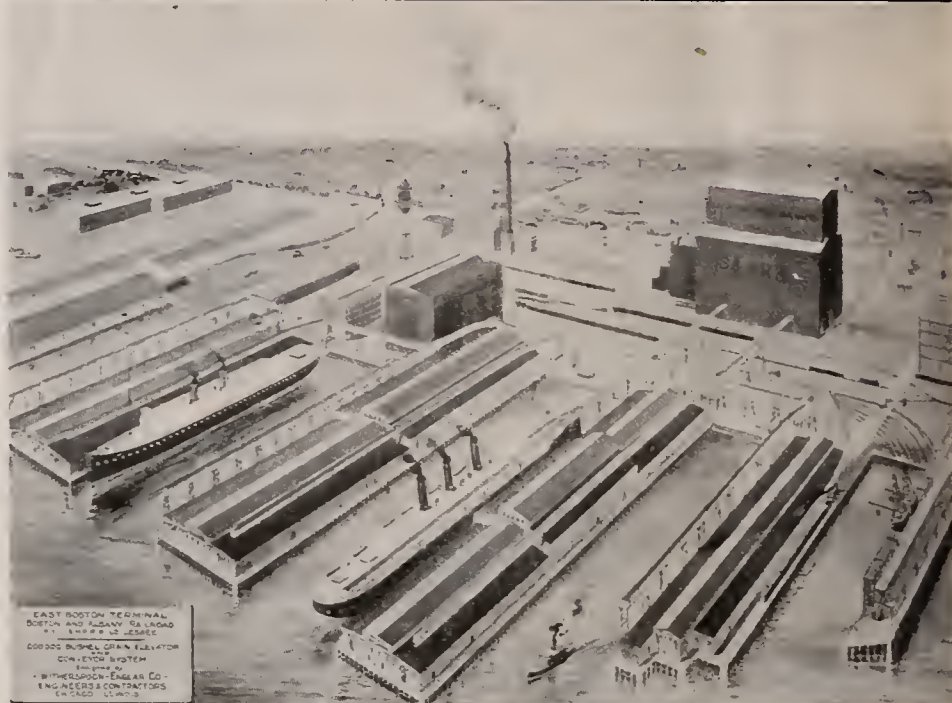
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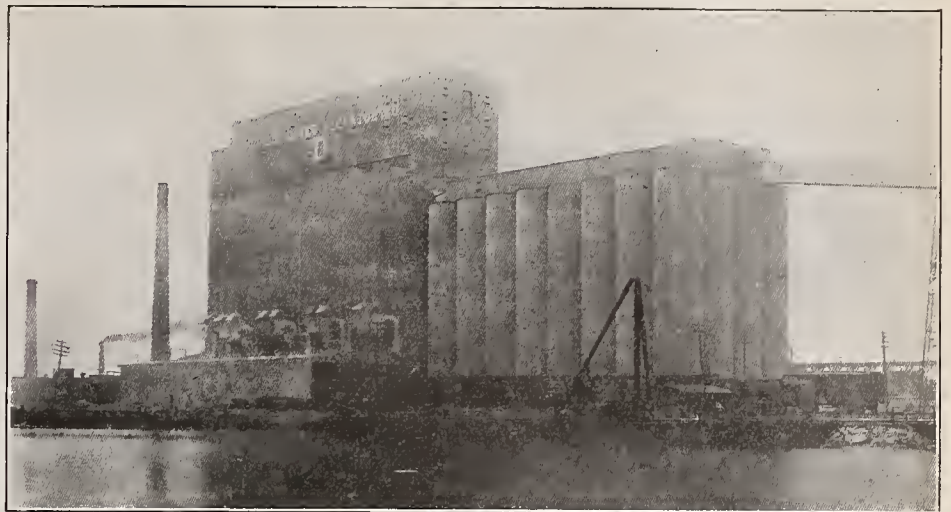


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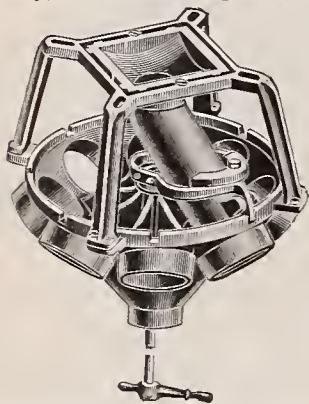
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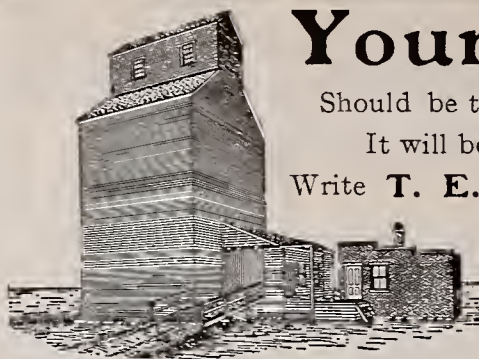
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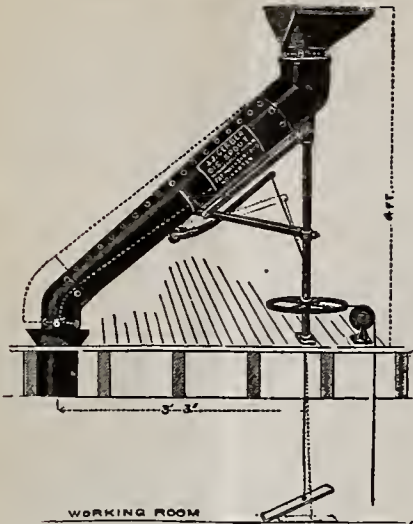
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Five-Year Policies or short term policies on grain, if required.

Semi-Annual Assessments costing about one-half Stock Company Rates.

Surplus over all liabilities, including Notes and Permanent Fund... \$5,574,335.07
Net Cash Surplus and Permanent Fund... \$986,681.01
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Control the Drop of Your Grain Dump

by the use of the Reliance Automatic Dump Controller



Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial. PRICE, \$12.00

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INCLUDES CONVEYERS

Spiral, Belt and Bucket types, Elevators. Sprocket Wheels, Link Belting, Elevator Boots, Chains—Standard and Special.

WE BUILD

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WANT ADS in this paper bring results. Rates on application.

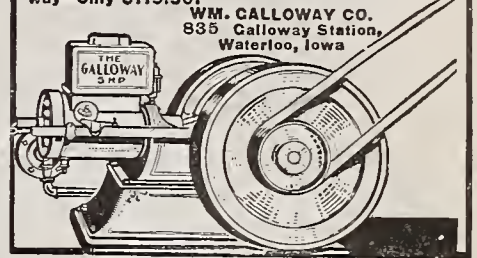
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The Oldest Millers Mutual Fire Insurance Company in America

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Organized in 1897

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Full reinsurance reserve. We are paying 15% CASH DIVIDENDS. Losses paid in 12 years, \$490,841.04. We write fire, lightning and windstorm insurance for any term. If not interested you ought to be.

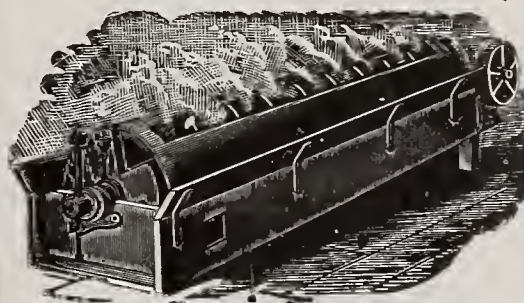
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is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust, and is the most reliable protector known. Perfect Ventilation. Nickel-plated protector, \$1, postpaid. Circular free. Agents wanted. GIBBS RESPIRATOR CO., "B" 124 East Ave., Oak Park (Chicago), Ill.

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CORN MEAL AND HOMINY.

BREWERS' GRITS AND MEAL,

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Automatic in operation, requiring no attention.

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space occupied and practical overcoming of vibrations. Costs less to buy—less to run. Send for Catalogue.

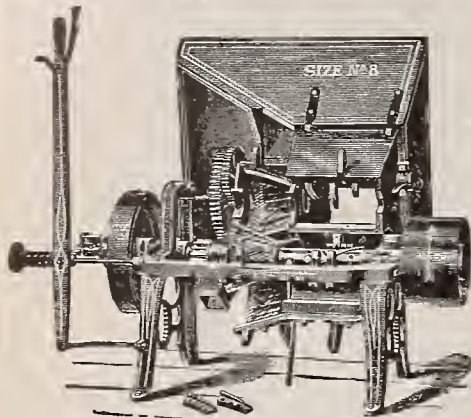
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until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy starting, small This is our 55th year.

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It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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SEVEN SIZES: 2 to 25 H. P.
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend., Ind.

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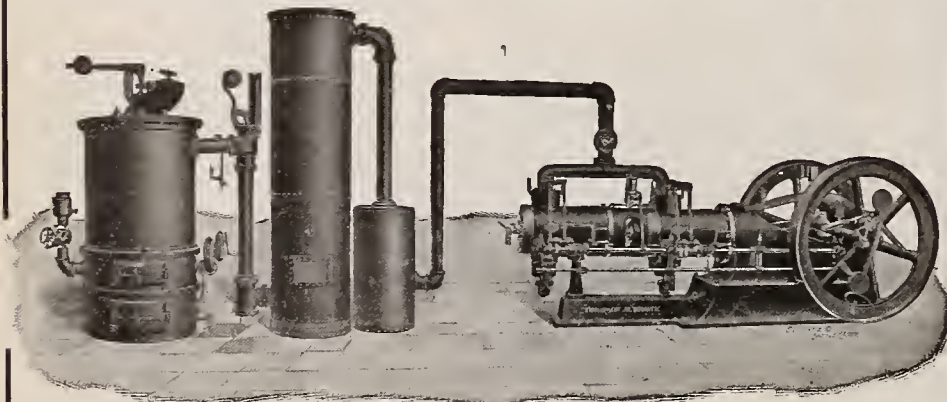
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THOMPSON
SUCTION GAS PRODUCER
CONTINUOUS TYPE

No grates, no clinkers, no dust, ashes come out wet. Can run for any length of time without shutting down. The gas producer problem solved.

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Show the value of any number of bushels or pounds of WHEAT, RYE, OATS, CORN OR BARLEY at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

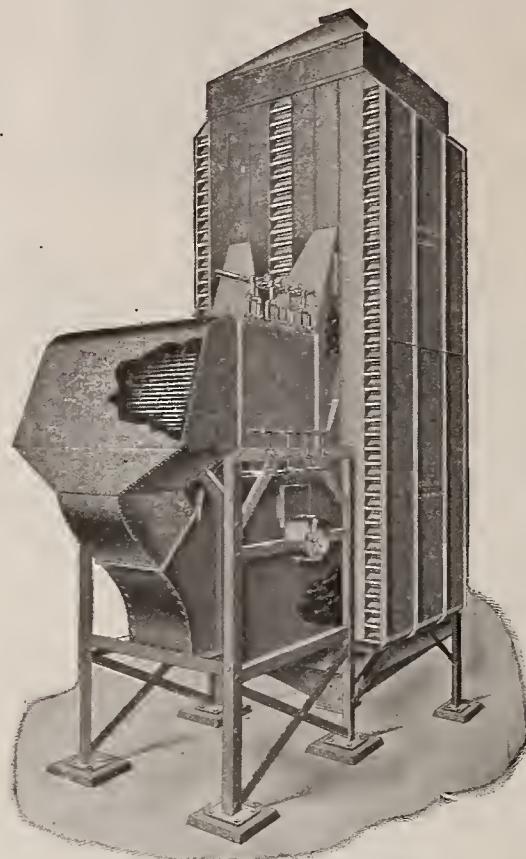
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HESS GRAIN DRIERS are used everywhere, by Grain Handlers, large and small.

We make small sizes for country elevators and large ones for terminal elevators; eight regular sizes in all.

No. 3 Ideal HESS Drier and Cooler.

The Car-load a Day size.

Send for Booklet.

Hess Warming and Ventilating Co.

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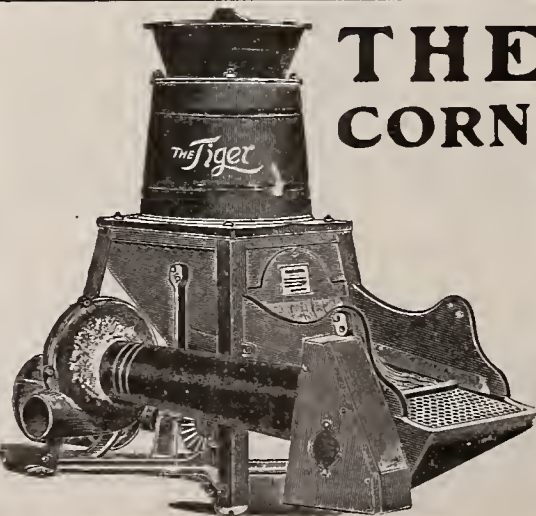
SHOULD BE ON THE DESK OF EVERY
ELEVATOR MAN WHO HANDLES CORN

It is the only work that covers the field from the growing to the final disposition of the cereal. An exhaustive treatise on corn growing, breeding, marketing, etc.

The book has been prepared by specialists, under the direction of Herbert Myrick, and covers all features of the corn business. It tells not only how corn should be treated by the farmer as producer in every step of the program of corn culture, but also how to market corn and what ultimately becomes of it—on the farm, as feed; or in the world's markets as the raw material of vast manufacturing industries

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THE TIGER CORN SHELLER

and Cleaner has proved itself the best on earth. Will shell and clean wet, damp or green corn.

No Clogging No Choking

Runs at slow speed and consumes small power. Adapted to any kind or amount of work within capacity of machine. Built in several styles and sizes, with and without suction fan and also to blow out the dust.

If interested, write for circular.

Manufactured by the
CITY IRON WORKS
GRAND LEDGE, MICH.

Why OTTO Products are Cheapest

Second Reason



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THE LETTER!

KIMBALL BROTHERS COMPANY
COUNCIL BLUFFS, IOWA

Otto Gas Engine Co., Omaha, Neb.

Gentlemen: We take pleasure in giving you the results of our experience with our 30 H. P. Otto engine and producer.

Prior to installing this outfit we used steam and consumed an average of one ton of \$2.50 Cherokee coal per day which brought the cost of our power to about \$65.00 per month of 26 days.

We are now doing the same work with an average of 160 lbs. of anthracite pea coal per day, which cost us \$6.10 per ton or about \$15.00 per month, both of the above figures including the amount required to keep the fire banked nights and Sundays.

Would also say that the man who formerly fired our boiler now attends the producer and devotes about eight and one-half hours out of ten to other work.

Benj. McInnerney, V. Pres.

WILL YOU READ THIS ONE LETTER?

It is only ONE experience selected because the letter was short but we'll send you many more if you'll drop us a line. Did you read it?

There isn't space enough here to go into a detailed description of our proposition, so we've attached a coupon;

And here are some of the reasons why we think you ought to sign this coupon—

FIRST—Impress upon yourself that in the last 34 years 100,000 Otto Gas Engines have been put into successful operation.

SECOND—In the last SIX (6) years over 5,000 Otto Suction Gas PRODUCERS have been installed to furnish fuel for 5,000 of these Otto Gas Engines.

THIRD—Every one of these 100,000 Engines and 5,000 Producers have saved money for their owners and proven the cheapest kind of motive power obtainable. Are not these reasons enough why you should sign the coupon?

One of the DETAILED reasons for this great success is illustrated above, namely:

In cheaper gas engines several parts are cast together so that in case of accident almost an entire engine must be replaced, but see this picture of the OTTO?

We cast the OTTO in several parts, interchangeable, so that in case of accident only the immediate part damaged needs to be replaced; another way the OTTO proves the CHEAPEST.

Now if we have 100,000 successes aren't we offering you a pretty safe proposition?

We're depending on you to put your name and address on this coupon so we can send you whatever other evidence you need to prove our claims beyond a doubt. **WILL YOU?**

THE OTTO GAS ENGINE WORKS

3201 Walnut St., Philadelphia, Pa.

BRANCHES: Chicago, Boston, New York, Pittsburg, Omaha, Kansas City, Minneapolis, San Francisco

COUPON

Gentlemen:

Send me catalogs, etc., together with approximate estimate of installation of an "Otto" Engine of
.....H. P.

Name.....

Address.....

Firm Name.....

Capacity of Plant.....
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Progressive Grain Men

Are interested in all phases of the grain business, the milling as well as the marketing of grain. They aim to keep in touch with the consuming trade and know what becomes of their grain in the markets of the world. Such men find the

AMERICAN MILLER

a big help because it fully covers the business of milling wheat and other cereals.

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We will send the American Elevator and Grain Trade and American Miller to one address for one year at the combination price of \$2.50. Send in your subscription now.

THINGS THE NEW RICHARDSON AUTOMATIC SCALE CAN'T DO.

It can't stop through rust on the bearing parts, because these are made of non-corrosive metal.

It can't stop through dust clogging the working parts because these are beveled off, so that dust slips off. The knives are protected by special caps. The weight box is specially designed to exclude dust.



It can't stop through light oats arching over the opening because the opening is adjustable and can be enlarged or decreased to feed any kind of grain.

It can't become inaccurate through vibration or getting out of level,—it finds its own level.

It can't pass grain unweighed because fitted with our interlocking gear.

IT CAN'T HELP BUT BE DURABLE BECAUSE IT'S THE STRONGEST BUILT SCALE ON THE MARKET—RICHARDSON IS THE NAME!

RICHARDSON SCALE COMPANY

2 Park Row, NEW YORK

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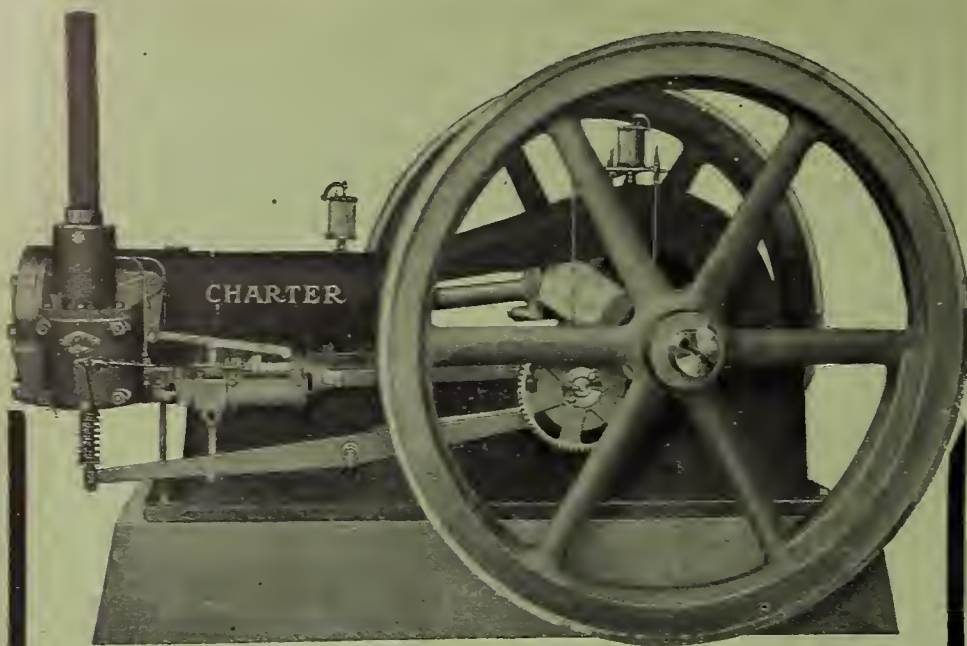
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100 % more Kennedy Car Liners sold since June 1st, 1909, than during same period in 1908 and 1000 % more than in same period of 1907.

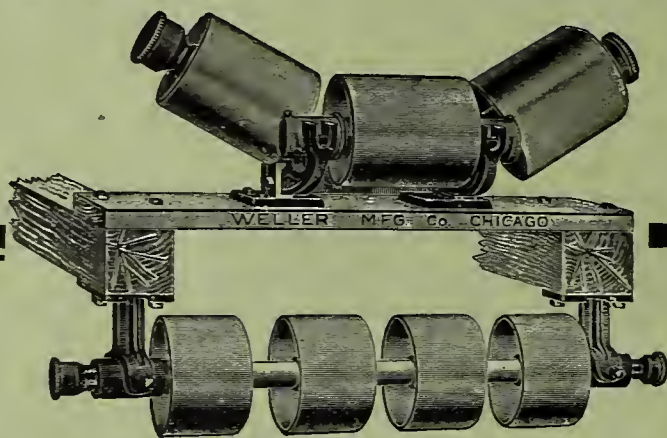
The record our best endorsement.

Order some today.

FRED. W. KENNEDY,

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Adjustable Troughing Carrier with Independent Return Rolls

Used in great numbers in Grain Elevators and Flour Mills. The troughing rolls are adjustable to any angle and are fitted with special compression grease cups of extra large capacity. Bearings of the oscillating type are furnished for the horizontal roll shafts. Illustration shows the carrier equipped with independent return rolls.

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WELLER-Made machinery for the economical transmission of power is recognized as the line of high efficiency. Write us particulars of your individual requirements.

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Grain, Clover and Grass Seeds,
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FOR HANDLING GRAIN



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Points regarding the
Day Dust Collector
to bear in mind.

It saves Power in operating your Cleaning Machine

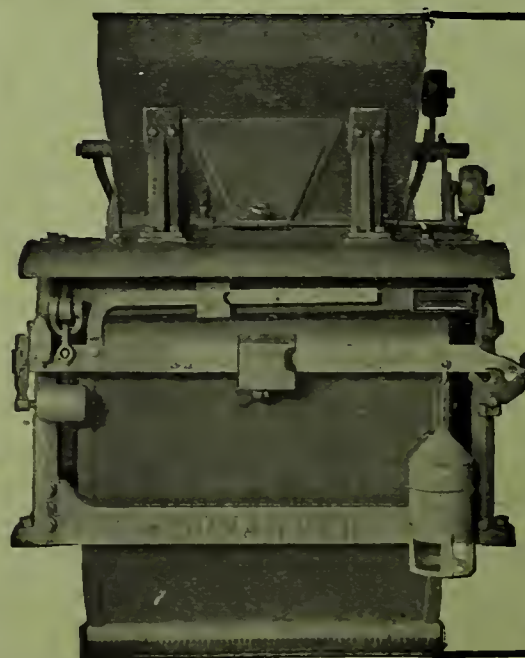
One of many unsolicited credentials:

January 8th, 1909.
"Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."
CAMBRIDGE MILLING CO.

Write Us

Please give inside measurements of Fan outlet (or if two fans measurement of each) on cleaning machine for which Collector is wanted in writing for prices.

THE DAY COMPANY 1118-26 Yale Place
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for accurate weighing and safeguarding your interests.

We also handle: OSGOOD AUTOMATIC SCALES, "THE STANDARD" SCALES, FOOS GASOLINE ENGINES, Elevator, Mill Transmission and Conveying Machinery.

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